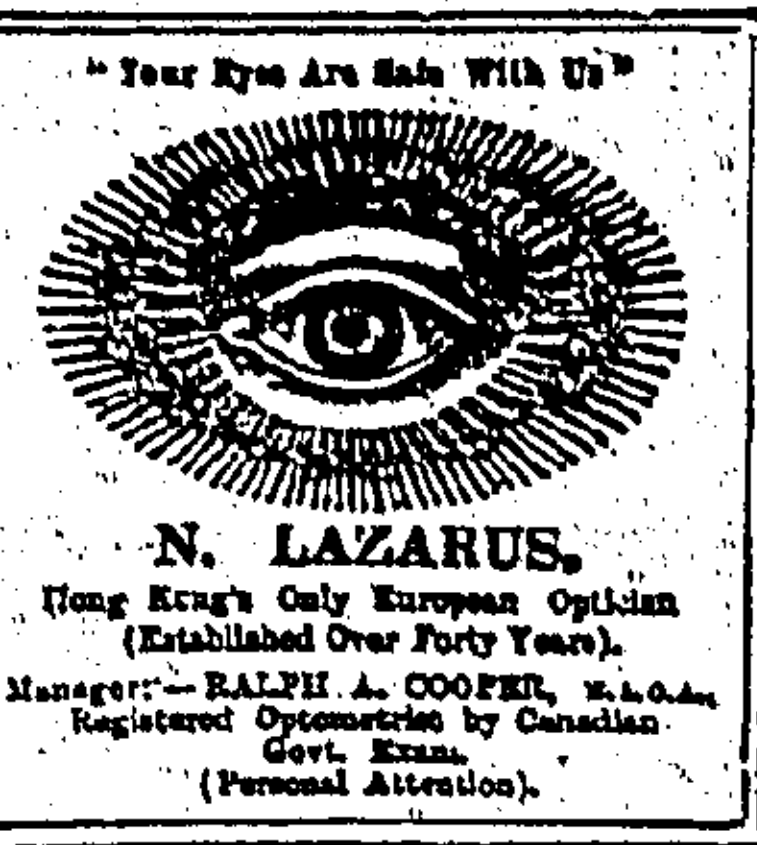


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Hongkong Daily Press

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No. 21,825 號廿百捌仟壹萬貳第 日次初月伍辰戊 HONG KONG, TUESDAY, JUNE 26th, 1928. 式拜禮 日陸廿月陸年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.10	10.00	12.15	1.15	2.35	3.00	4.30	5.45
Yamat ...Dep.	6.45	8.10	8.35	9.15	10.05	12.20	1.20	2.40	3.05	4.35	5.50
Shatin ...Dep.	7.01	8.26	8.51	9.31	10.21	12.36	1.36	2.56	3.21	4.51	6.06
Taipei Market Dep.	7.15	8.40	9.05	9.45	10.35	12.50	1.50	3.10	3.35	5.05	6.20
Taipei ...Dep.	7.20	8.45	9.10	9.50	10.40	12.55	1.55	3.15	3.40	5.10	6.25
Fanning ...Dep.	7.30	8.55	9.20	10.00	10.50	13.05	2.05	3.25	3.50	5.20	6.35
Shuanghui ...Dep.	7.35	9.00	9.25	10.05	10.55	13.10	2.10	3.30	3.55	5.25	6.40
Shuanghui ...Arr.	7.41	9.06	9.31	10.11	11.01	13.16	2.16	3.36	4.01	5.31	6.46
Canton ...Arr.	12.40	1.05	1.30	2.10	3.00	5.15	6.15	7.35	8.00	9.30	10.45

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	8.30
Shuanghui ...Dep.	7.15	8.05	10.25	11.45	11.55	2.55	4.35	5.45	6.45	7.45	7.04
Shuanghui ...Dep.	7.25	8.15	10.35	11.55	12.05	3.05	4.45	5.55	6.55	7.55	7.14
Taipei Market Dep.	7.30	8.16	10.47	—	12.07	3.10	4.50	6.00	—	—	—
Taipei ...Dep.	7.40	8.26	10.57	—	12.18	3.21	5.00	6.10	—	—	—
Taipei ...Dep.	7.44	8.31	11.01	—	12.22	3.25	5.04	6.15	—	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.35	3.39	5.17	6.28	—	—	—
Yamat ...Dep.	8.11	8.56	11.23	—	12.48	3.51	5.29	6.40	—	—	—
Kowloon ...Arr.	8.17	9.02	11.29	12.39	12.54	3.57	5.35	6.46	7.25	7.44	—

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Macao to Hong Kong: 3.30 P.M. "SUI AN"

MONDAY, 2nd JULY, 1928.

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2.00 P.M. "SUI TAI"

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THE ROUGIER MYSTERY.

JURY'S OPEN VERDICT.

WARNING BY CORONER.

"DON'T NAME ANYONE LIGHTLY."

WORKING, Surrey, May 30th.
The coroner's jury which has been inquiring into the cause of the death of Mr. Rougier, the 77-year-old retired Guernsey farmer, found to-day, at their sixth sitting, that he died from morphia not administered by himself.

The Director of Public Prosecutions, Sir Archibald Bodkin, was immediately informed of the decision.

The mystery raised by the exhumation from St. John's Churchyard, Woking, of Mr. Rougier 18 months after burial is thus still unsolved.

The jury's verdict has made it necessary for the police to renew their investigations, and fresh inquiries were immediately begun by Superintendent Boshier. These may lead to dramatic developments in a few days.

Many Women in Court.

The jury of eleven men, most of whom are tradesmen in the town, arrived at their decision after 33 minutes' deliberation, and their announcement created a sensation in the court, which was crowded mainly with women, many obviously holiday makers, some of whom had queued up for an hour before the proceedings began.

Mr. William Knight Lerwill and his wife, with whom Mr. Rougier resided at Nuthurst, a furnished house in Lower Knaphill, near here in the summer of 1926, had been present at each of the six sittings, and again sat with their legal representatives at the solicitors' table.

Mr. Lerwill, who had been recalled to the witness-box for the third time only an hour before, was immediately surrounded by friends when the verdict was given.

Mr. and Mrs. Lerwill soon after left the court and returned by train to London. Mrs. Lerwill afterwards went to her parents' home at Little Common, near Bexhill, Sussex, and Mr. Lerwill, who was accompanied by his brother, to White End Park, Chesham, Buckinghamshire.

Mysterious letters were mentioned by Mr. G. Wills Taylor, the coroner, when the inquiry was resumed. He had received numbers of anonymous letters, he said, and if any had been addressed to the jury they should dismiss the contents from their minds.

Superintendent Boshier told of his search in the registers of Woking chemists for a purchase of laudanum which Mr. Lerwill at the last hearing said he had made for the treatment of Mr. Rougier's dog, and declared that no such purchase in his name could be discovered.

There was a surprise when Mr. Taylor asked Mrs. Lerwill to return to the witness-box, and he again warned her that she need not answer any questions of an incriminating character. He handed her three letters and a letter-card which, she said, were written by her to her husband after Mr. Rougier's death. None, she said, had any relation to the subject of the inquest.

Her solicitor followed her into the witness-box to corroborate her evidence, and then Mr. Taylor began his summing-up, which took 20 minutes.

He stressed the serious consequences that might follow the naming of any person or persons should they find that Mr. Rougier's death was due to violence. He emphasised that the jury must be satisfied beyond all reasonable doubt that the evidence had established a *prima facie* case against a person or persons before they returned an incriminating verdict.

BOMB FOR EXECUTIONER.

New York, May 25th.
An attempt was made early this morning to blow up the home of Robert Elliott, the man who executed the Socialists Sacco and Vanzetti, who were electrocuted for murdering a paymaster at South Braintree, Massachusetts. Their case dragged on for six years.

SKY-SCRAPERS OF ANCIENT ROME.

NINE STORIED DEPARTMENT STORES.

TRAJAN'S MARKETS.

ROME, June 5th.

Ancient Rome had a nine-story sky-scraper housing its chief great department store, just discovered and identified, writes a United Press correspondent to the *Manila Times*. The elaborate markets of the imperial city, consisting of a row of nine-story shops built one above the other, and connected with staircases and galleries running inside, have come to light as a result of the excavations now proceeding on the site of the demolished barracks in Via Magnanapoli.

While temples, basilicas, triumphal arches and forums of the old times abound in Rome, this is the first occasion that a large monument devoted to the material and commercial life of the city has been discovered and identified.

"Trajan's markets," as the new archaeological find is to be called, owe their discovery and identification to Professors Ricci, Giglioli and Piribeni who have been in charge of the excavations now proceeding to the East and North-East of Trajan's Forum.

Relics of ancient Rome have long been evident on the site, but it is only now that it has become possible to establish definitely the fact that here was the big department store of the city.

Entrance Through Monumental Arch.

Trajan's markets were situated on the western side of the Quirinal hill. Access was gained to them through a monumental arch, the base of which has been found as well as one of the ornamental columns belonging to it.

To this great store, which had beautiful architectural lines, Rome's shoppers flocked to buy luxury articles as well as household provisions. From the designs of the mosaics of the pavements of the first two floors of the structure, it is supposed that these were shops for the sale of luxury articles.

With this new discovery, Rome adds a monument unique in the world for its grandiose proportions, interest and beauty.

FEWER EMIGRANTS TO CANADA.

NEW MEDICAL INSPECTION SYSTEM BLAMED.

MONTREAL.

"Canada is receiving a decreased number of British immigrants owing to the new medical inspection system." This assertion was made at a session of the House Immigration Inquiry by Col. J. S. Dennis, Chief Commissioner of Colonization, Canadian Pacific Railway.

The records of his company showed a decrease of 40 per cent. in British newcomers for the four months of this year as compared with a similar period in 1927, Col. Dennis stated.

A system of inspection of immigrants on the other side by roster doctors, under the supervision of a small body of Canadian doctors, would be more successful than the new system of inspection by Canadian doctors only at British ports, he added.

A system of inspection by roster doctors located throughout the British Isles avoided publicity and loss of time through travelling to central examination bureaus. In view of present conditions, he believed in the continuation of the policy of limiting immigration largely to agricultural labour.

GANDHI ENTERS STRIKE ARENA.

BOMBAY, May 25th.

Mr. M. K. Gandhi, who has led violent campaigns against British rule in India, has entered the arena in the Bombay mill strike. He is endeavouring to introduce moderation into the demands and conduct of the strike leaders.

To-day he advised the working committee of the Workers' National Congress, which is preparing the programme of the all-party conference to-morrow, to "drop the immature plea of complete independence and concentrate on communal issues."

DIARY OF EVENTS.

TO-DAY. (June 26th.)

Sanitary Board Meeting, 4.15.

Queen's Theatre: "Good Morning Judge," Cherie Valentine and Tomazita Birdwell, dancers, 9.20.

World Theatre: "Exit Smiling."

Star Theatre: "A Woman's Woman."

Ted Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Inward: Europe via Siberia (Marsupio), 10.30 a.m.; Europe via Siberia (Atsuta Maru), 10.30 a.m.; Europe via Marseilles (Diomed), 2.30 p.m.

WEDNESDAY. (June 27th.)

Hong Kong Tug and Lighter Co. Ltd., 4th ordinary yearly meeting, 2.30 p.m.

Hong Kong Philharmonic Society General Meeting, 5.30 p.m.

Queen's Theatre: "Twelve Miles Out," Cherie Valentine and Tomazita Birdwell, dancers, 9.20.

World Theatre: "Exit Smiling."

Star Theatre: "A Woman's Woman."

Ted Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Siberia (Fumana), 2.30 p.m.

THURSDAY. (June 28th.)

William Powell, Ltd., Extraordinary general meeting, 12.15 p.m.

Property Sale: Hughes and Hough, Ltd., 3 p.m.

Annual General Meeting Hong Kong Horticultural Society, 5.30 p.m.

Queen's Theatre: "Twelve Miles Out," Cherie Valentine and Tomazita Birdwell, dancers, 9.20.

World Theatre: "The Beloved Rogue."

Star Theatre: "The Canadian."

Ted Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

FRIDAY. (June 29th.)

Christian Fellowship Meeting Helena May Institute, 10.30 a.m.

Queen's Theatre: "Twelve Miles Out," Cherie Valentine and Tomazita Birdwell, dancers, 9.20.

World Theatre: "The Beloved Rogue."

Star Theatre: "The Canadian."

Ted Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Inward: Europe via Negapatam (Hong Peng).

SATURDAY. (June 30th.)

Queen's Theatre: "Twelve Miles Out," Cherie Valentine and Tomazita Birdwell, dancers, 9.20.

World Theatre: "The Beloved Rogue."

Star Theatre: "The Canadian."

Principal Mails:—Outward: Europe via Marseilles (Haruna Maru), 9.30 a.m.; Europe via Siberia (Soachow), 2.30 p.m.

SUNDAY. (July 1st.)

Dominion Day, Canada.

Ted Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

MONDAY. (July 2nd.)

Ted Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

TUESDAY. (July 3rd.)

Sale of Crown Land:—New Kowloon Island Lot 127, Shamshuiipo; Island Lot 2762, Morrison Hill Road; Kowloon Island Lot 2120, Tai Kok Tsui; Kowloon Island Lot 2121, Tai Kok Tsui.

Ted Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Marseilles (Sphinx), 10 a.m.

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42]

ON SALE.

HONG KONG HANSARD RE-
PORTS OF THE MEETING
OF THE LEGISLATIVE COUNCIL
for the Session 1927.

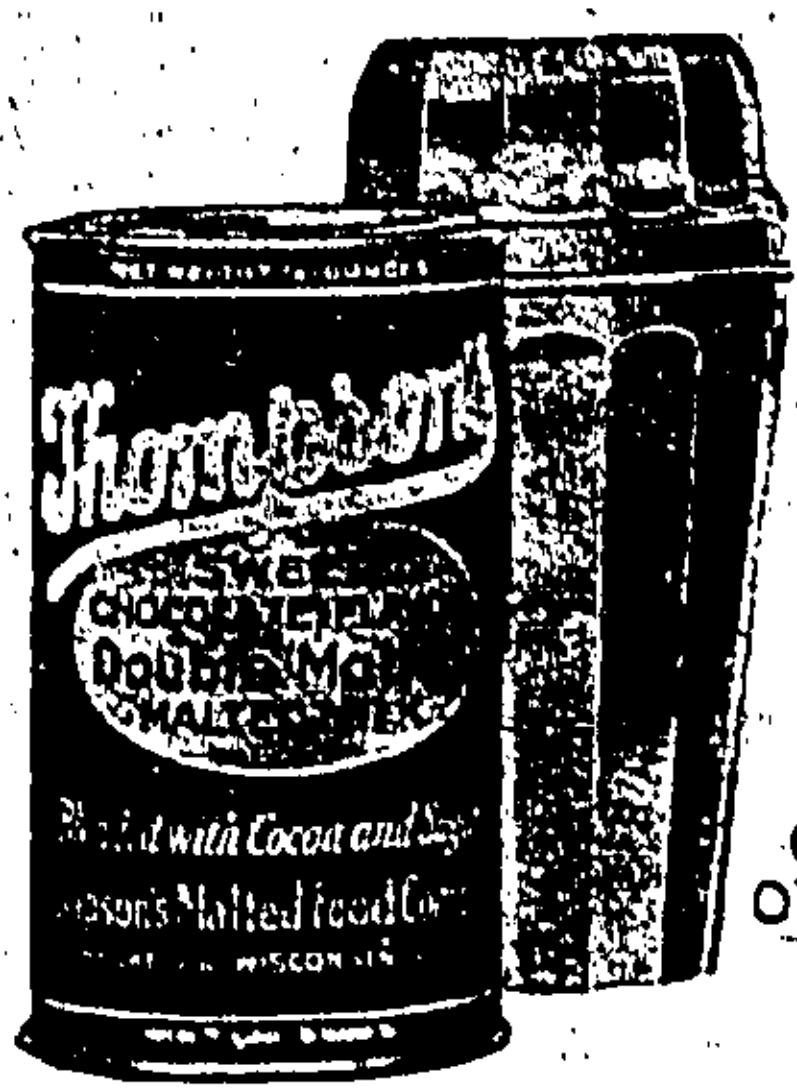
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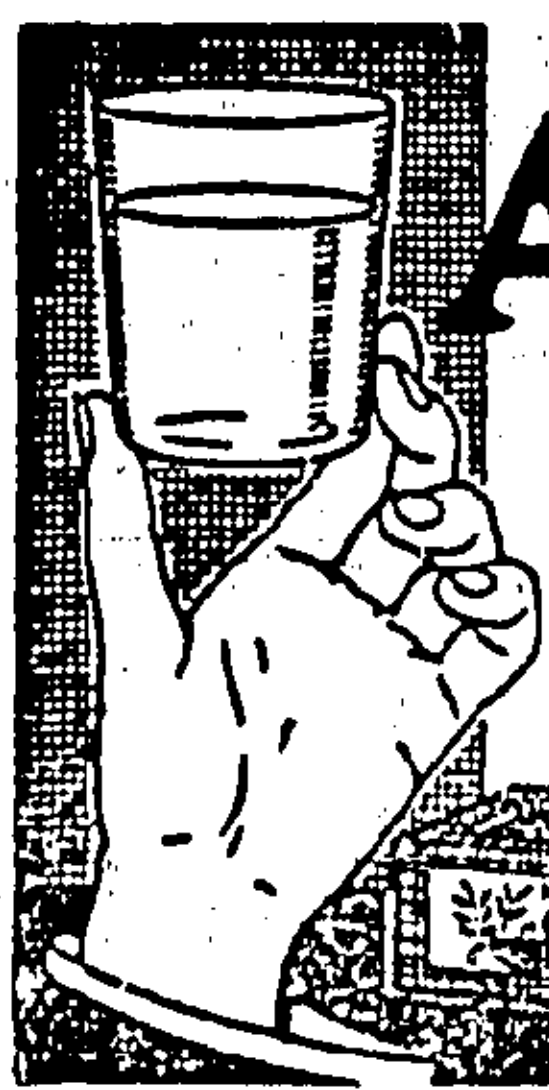
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DIRECTION:—A. STROK.



MR. LLOYD GEORGE IN FIGHTING MOOD.

BLAMES GOVERNMENT FOR
BAD TIMES.

CRITICISES RATING RELIEF
SCHEME.

Mr. Lloyd George, the Liberal
leader, declared at a meeting last
month at Reading that the Conser-
vative Government had promised
the nation security, prosperity, and
confidence.

They had been in power for three
years and a half and what had been
done!

At the present moment you have
one hundred thousand more unem-
ployed than you had this time last
year. You have 176,000 more people
in receipt of parish relief than there
were in the first year of the life of
this Government. Is that prosper-
ity?

The trade returns published for
the month of April and for the first
four months this year do not com-
pare with those returns for the first
four months of 1925. The exports of
this country are down by more
than £40,000,000.

Taxation And Rates Up.

They may say that prices are
down, but if prices are down the
volume of trade ought to be more
than sufficient to make up for it.
The overhead charges are the same,
but taxation and rates are up. Be-
tween rates and taxes you have an
extra charge of £100,000,000 upon
the incomes of the people of this
country. It is bigger to-day than it
was four years ago.

The reduction of the cost of living,
does not correspond to the reduction
in the foreign trade returns of
this country.

Mr. Lloyd George next dealt with
Mr. Baldwin's speech to cotton
manufacturers at Manchester, and
said:

He did not go to them and con-
gratulate them on sharing in the
great prosperity of this country
which he promised them nearly four
years ago. He did not dare to do that
because he was facing an audience
of men who were perplexed, de-
pressed, and baffled by distressing
conditions.

It was a pretty dismal perform-
ance. He cheered them up by tel-
ling them that he belonged to an
industry—the iron and steel in-
dustry—which is in a worse plight
than their own. That is the Prime
Minister of prosperity.

On Road To Workhouse.

He said, "Do not worry if your
coat is threadbare. Cheer up by
looking at my rag." Be of good
heart, we are all on the road to the
workhouse."

That is a different tune to the
rollicking jazz of a prosperity which
he puts on his barrel organ at by-
election time.

At last they are getting near an
election, and they hear the roar of
the rapids. They say to themselves:
"We must do something." When
a man who has made a mess of his
affairs says that he must do some-
thing, he always does the wrong
thing.

Mr. Lloyd George declared that
the Government displayed lack of
knowledge when they dealt with the
rating problem, and added:

What the Government's pro-
posals mean is that the money they
are going to spend is going for the
most part to those who least need
it.

I took the trouble to make some
investigation of conditions in Read-
ing. Out of the whole of the rate-
payers in this town only about a
hundred will receive any relief from
Mr. Churchill's proposals. I don't
blame the people who will receive it.
They never asked for it, and if
they are going to get a cheque why
shouldn't they accept it?

Relief Not Wanted.

The chief recipients will be
Messrs. Huntley and Palmer. They
are a very prosperous firm who
don't want relief.

What is the good of saying you
are going to give money to de-
pressed industry when you are
giving it to a prosperous concern
like that?

With regard to the relief which
brewers will get, he said that it
was like giving a £5 note to a
millionaire and passing a staggering
wayfarer oppressed by his burdens
and not offering him a lift.

Brewing is the only one of the
old industries which is more pros-
perous to-day than before the
war. Then their aggregate profits
were just under £10,000,000. Their
profits last year were just under
£25,000,000.

"Favours The Favoured."

They are going to get £200,000
relief from rates.

The workman pays rates to his
landlord, but he will get no relief.
If he produced beer and whisky in
his home instead of running a
household he would get about £10
a year from this magnificent
budget. What will he get now?
Not one penny.

There is no justice, no equity, no
fair play in a scheme of this kind.
It favours the favoured, gives
privileges to the privileged.
I don't suppose the Conservatives
are doing it deliberately. They are
doing it because they don't know
in their ignorance what is at the seat
of the trouble.

(Continued at foot of next column.)

NAVY AT OLYMPIA.

"SHOW A LEG-LASH UP
AND STOW."

BUT YOU CAN'T SCRUB
DECKS HERE!

[By Commr. H. M. DANIEL, D.S.O.,
R.N. (Who in 1914 trained the
gun teams of H.M.S. "Pembroke,"
which won the Inter-Port Chal-
lenge Cup for Chatham that year
at the Naval and Military Tour-
nament at Olympia).]

LONDON, May 24th.
Olympia has commissioned—I do
not know the equivalent for a bar-
racks, but I wish to intimate that
hard work behind the scenes at
Olympia has begun for the Royal
Tournament.

The Navy, as usual, is silent—
that is why I did not learn much
about the naval crews who will once
more perform hair-raising feats
with a field gun. But I did hear
rumours that Chatham "has a
patent method of getting over the
wall, and has done a practice run
in 4 min. 3 sec. But then you can-
not believe these yarns—at least
that's what the Portsmouth and
Devonport teams think.

Slinging Their Hammocks.
They were busy yesterday unpack-
ing and stowing their gear in the
storage provided under the seats of
the audience. Then there is a good
deal to do by way of "slinging
their hammocks" as the sailor ex-
presses settling down. They do
actually bring their hammocks with
them, but there are no hooks for
slinging. They spread them out on
the skeleton bunks provided.

There has been a great improve-
ment in conditions since pre-war
days. The Navy men are made
really comfortable. Some of them
showed me their mess-room.

"It's run on general messing
system here, sir—just like in bar-
racks—only we don't get flowers on
the table at Pompey."

Here is their menu for to-day.
BREAKFAST.—Fried fish, rolls and
butter.

TEA.—Rolls and butter, cucumber,
tea.

DINNER.—Pea soup, rolls and but-
ter, ham and beef, potatoes, salad,
apple tart.

TEA.—Rolls and butter, cucumber,
tea.

Supper.—Rolls and butter, cheese,
spring onions, tea. No bad menu, is it? Spring
onions, "violet," as the sailor calls
them, are a special delicacy.

Early yesterday morning most of
the sailors went riding in the Row
under the instruction of a pal.
They don't take long to strike up
friendships. There are usually a
couple of "townies" (two men
from the same town) to start an
entente, and it spreads quickly.

"Scrub-Decks" Shock.

But there was one terrible shock
for the sailor yesterday morning.
The boat's mate called the hands,
"Show a leg-lash up and stow."

Everything so far was ship-shape.
Then they were going to scrub
decks. "You can't do that here,"
came a cry in some alarm. "What,
not scrub decks?" said Jack in
some disgust. "No," said the
custodian. "Do you know," he
added as impressively as possible,
"that underneath here is a ceiling
worth three thousand quid?"

"Ceilings—garn," retorted the
sailor with scorn, as he sadly re-
placed the scrubber and bucket.

Daily Mail.

FIREMEN WADE IN WINE.

BOTTLES BURSTING LIKE
GUNS.

RIVERS OF PORT IN
ROADWAY.

Hundreds of people living in
Bancroft-road and Moody-street,
Stepney, E., were ordered out of
their homes when a fire broke out
in Stowers' line juice warehouse,
Bancroft-road.

So great was the excitement
that it was a hour before the
people could be marshalled in some
semblance of order.

The fire broke out suddenly half
an hour after the workers had left.
Flames were seen by children play-
ing in the streets and they ran to
tell their parents.

The firemen arrived to find the
building well alight. Hundreds of
bottles were exploding like guns.

A district call was issued and 20
fire engines soon appeared.

A pungent smell of burning
essence came from the blazing
building, and lime juice, port, and
sherry flowed into the roadway.

When the firemen climbed into
the burning building through win-
dows which they had smashed they
had to battle with rivers of
lime juice and wine into the pack-
ing and bottling department, where
the fire broke out. Half the build-
ing was burned out and the roof
crashed in.

The Liberals were ready to tackle
the rates problem and would have
taken off the burden in such a way
as to give the most relief to the
most impoverished and struggling in-
dustries, although everyone would
have got relief. The Liberals would
make Poor Law administration a
charge on the Exchequer and also a
great deal of the cost of highways.

CHINESE AND AMERICA'S UNIVERSITIES.

INCREASING POPULARITY.

7,541 FOREIGN STUDENTS.

New York, June 6th.
Of the total number of 7,541
foreign students now attending
American colleges, 1,998 are from
China, according to a report re-
cently made public by the Institute
of International Education. Colum-
bia University continues to hold its
popularity among the foreign
students as is evidenced by the 985
enrolled for courses in its curricu-
lum.

Canada comes next to China,
with the largest number of stud-
ents with 984 attending universities
in the United States. The Philip-
pines and Japan follow closely with
745 and 619 respectively. However,
the rest of Asia and the Orient
contribute only 473 more to the
total number of foreign students
here. Of this number 193 are from
India, and 114 from Korea.

In Europe, Russia leads with 340
students from the U.S.S.R. Eng-
land comes next with 259, Germany
with 183 and France with 183. Bel-
gium with 40, Holland with 42,
Sweden with 68, Switzerland with 54,
Spain with 42, Poland with 36,
Austria with 38, and Norway with
21, conclude the number of students
from the larger European nations.

Central and South America sent
a comparatively small number of
students to the United States.
Brazil had only 43, Bolivia 15,
Chile 34, Columbia 50, Guatemala
21, Peru 33, Argentina 27, Uruguay
4, Venezuela 19.

Neighbouring countries, islands
and territories contributed almost
2,000 students. Following Canada
came Porto Rico with 561, Mexico
with 221, Hawaii with 175, Cuba
with 109, the British West Indies
with a total of 121, and Panama
with 10.

Next to Columbia University, in
popularity, are the University of
California and Harvard University
with 378 and 380 foreign students
respectively.—United Press.

SHARK GOD OF SOUTH SEAS.

IMMUNITY FROM ATTACK.

NATIVES' BELIEF IN CHIEF'S
CLAIM.

Suva, Fiji.
In spite of all the teachings of
the missionaries, the natives of Fiji
cling to their barbaric supersti-
tions.

Of these none are so intense as
the witchcraft of an enemy making
his enemy die by placing a speci-
ally prepared potion wrapped in a
leaf, and which placed at the door
or under the bed of the person
who has to die, has never been
known to miss its objective.

In spite of Government and mis-
sionary protests this old witchery con-
tinues, especially on Vanua Levu.
But the most live superstition is
that of Dakuwaga, (pronounced
Dakuwaga). That is the name of
the shark god. It is implicitly be-
lieved in by all Fijians, no matter
how devout they may be, as mem-
bers of the various missions.

In Bau, the ancient capital of
King Cakobau's kingdom, the whole
of the population is devoutly
Methodist, but nowhere is the
superstition of Dakuwaga believed
more seriously. Ratu Pope, the
chief of the island, says he is spe-
cially favoured, as head chief, in
being able to bar any shark from
touching any Bau man or woman,
when in the water.

The natives also believe firmly
that the chief has some occult
power over the shark.

The superstition lives in many
other places in the Colony. At a
town called Casavua on the Rewa,
the inhabitants claim that only they
can swim in the Rewa River with
immunity against shark attacks.
At certain periods they prepare a
tapa, or wooden bowl, of kava,
and pour it into the river with cer-
tain invocations, and thus, they
say, they have immunity.

NEW RECORD FOR U.S. DIVORCES.

15 FOR EVERY 100
MARRIAGES.

New York.
Divorces in the United States con-
tinues to increase. There are 15
for every 100 marriages.

Divorces have been increasing,
states the Census Bureau, for more
than 35 years at a far greater rate
than the growth of population.

The latest figures for 1926—
1,202,374 marriages and
180,853 divorces. Both marriages
and divorces touched new high
levels in that year, but whereas the
divorce rate increased, the mar-
riage rate declined from the high
peak of 1920.

The majority of wives obtaining
divorces got their decrees because
of the cruelty of their husbands or
because of desertion.

Nevada, in which State Reno is
situated, had the highest number of
divorces. New York State had the
lowest, owing to the strictness of
its laws.

PEP-DASH-AND THRILLS

IN ONE MAD NIGHT
and ONE MAD DAY—

DENNY
PLAYING CROOK

To win the love
of the most
beautiful girl
in the world!

REGINALD DENNY'S

FASTEST COMEDY,

GOOD MORNING JUDGE

with
Beautiful Mary Nolan, Dorothy Gulliver
Otis Harlan.

ADDITIONAL ATTRACTION
At 9.20 p.m.

THE FAMOUS JUVENILE STARS

MISS CHERIE VALENTINE

MISS TOMASITA BIRDWELL
in a series of

ACROBATIC and MODERN
DANCES

AT THE **QUEEN'S** FINAL SHOWINGS
T-O-D-A-Y

Usual Times and Prices

Usual Times and Prices

Usual Times and Prices

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Made of fine mercerised cotton, soft finish and unshrinkable.

Ribbed legs with plain turn-over tops in fawn, cream and light khaki.

ALL SIZES: \$3.00 per pair.

Less 10% Discount for Cash.

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ALEXANDRA BUILDING. DES VOEUX ROAD

FIBRE BOARD CARTONS

the modern and economical containers for all classes of merchandise.

ACME STEEL STRAPS

a fast and efficient method of re-inforcing fibre boxes, crates, bales, bundles and wood-boxes.

ACME TACK-POINT FASTENERS

more easily driven and greater holding power.

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HONG KONG.



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Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

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The Vitamin Milk-Food

"Builds Bonnie Babies"

W. R. LOXLEY & CO., Sole Agents.

IN MEMORY OF THE LATE SIR C. P. CHATER, C.M.G.

SCHOLARSHIPS AT THE UNIVERSITY OF HONG KONG.

AN APPEAL FOR \$50,000.

The Chater Memorial Committee has issued an appeal for \$50,000 for the founding of Scholarships at the University of Hong Kong in memory of Sir C. P. Chater, C.M.G. The committee comprises Mr. B. D. F. Roth (chairman since the departure from the Colony of Mr. D. G. M. Bernard), Hon. Sir Henry Pollock, Hon. Sir Shou Son Chow, Hon. Dr. R. H. Kotewall, C.M.G., Hon. Mr. A. C. Hynes, Hon. Mr. J. Owen Hughes, Sir Robert Ho Tung, Mr. J. P. Bragg, Mr. A. H. Compton, Mr. C. S. Gubbay, Mr. W. E. L. Shenton, Mr. Li Yau Tsun and Mr. H. P. White. Mr. C. I. Cooke, c/o The Hong Kong & Shanghai Banking Corporation, is Honorary Treasurer and all subscriptions should be sent to him. Cheques should be crossed and made payable to "The Chater Memorial Scholarships Fund."

The committee in their appeal state:

All sections of the public and of the business community of Hong Kong are invited to subscribe to a fund for commemorating the late Sir Paul Chater.

It is proposed that the memorial shall take the form of "Chater Memorial Scholarships" at the University of Hong Kong. The word "Memorial" is suggested in the title, because there are other scholarships at the University which were founded by Sir Paul in his lifetime.

If the requisite funds—estimated at \$50,000—are available, three Scholarships would be established. These would be open to competition, without distinction of sex or race, by the children of parents domiciled in Hong Kong, provided that such parents are unable, without the aid of a scholarship, to send their children to the University.

The reasons why the Colony—in justice equally to itself as to Sir Paul Chater—should commemorate a remarkable career, which extended over the space of two generations, are too well known to require statement at great length. Hong Kong had not been established much more than twenty years when in 1864, as Mr. Paul Chater, he came here from Calcutta at the age of 15; thus the man and the Colony may be said to have grown up together. The then young Colony required the devoted service of men with imagination, foresight, and courage, and in him he needed was admirably met. As a bill and bullion broker he first laid the foundations of a fortune which he constantly devoted to the development and welfare of the Colony which he had made his home. Realization of the needs and possibilities of Hong Kong as a world port led him to undertake, at first single-handed, and later in conjunction with Messrs. Jardine, Matheson & Co., the installation and conduct of a wharf and godown business which is now owned by the Hong Kong & Kowloon Wharf & Godown Co., Ltd.

Observing how greatly the precipitous configuration of the land and narrow foreshore hampered Hong Kong's development and increased the pressure upon accommodation, and consequently the cost of living and of conducting all business undertakings, Sir Paul conceived the scheme of the 1869-1897 Praya Reclamation by which, ultimately, a strip of land nearly two miles long and 65 acres in extent was added to the city's central and western area.

In a report to the Home Government dated October 31st, 1869, Sir William Des Voeux, the then Governor, wrote:

"Though it is hoped that the Public Treasury will gain largely by the work (1) from the difference between the cost of reclamation and the value of such reclaimed land as will belong to the Crown, (2) from the building sites which will be rendered available at the west end of the town by the removal of earth required for the reclamation, and (3) in rents and rates from the large area added to the town, the principal objects of the scheme were (1) to afford an opening for relief from the present overcrowding of the population, (2) to bring the front of the town in immediate juxtaposition with deep water in the place of the present silted-up foreshore, which is often extremely noxious, and (3) to improve the appearance and increase the mercantile convenience of the town front by the provision of better buildings and of a wider Praya, more adapted to the wants of a vast and growing commerce."

"The carrying out of this great scheme, which is due to the initiative of the Honourable Mr. C. P. Chater, will be universally regarded as having been of great and lasting benefit to the community."

He used the fortune which the Praya Reclamation and development of the new area brought to him to foster building and other enterprises in West Point and North Point, Hong Kong, and Mong Kok Tsui, Kowloon.

As a result of these enterprises, the whole community, Chinese and European alike, has greatly benefited. High as rents are in Hong Kong, they would have been inconceivably higher, or the development of the place would have been seriously impeded, if it had not been for Sir Paul Chater's foresight and courage in leading the way towards overcoming the great natural obstacles to the Colony's progress.

Sir Paul Chater was also one of the first advocates of the Praya East Reclamation, now approaching completion, by which the area of Wanchai will be more than doubled, and congestion there will shortly be relieved.

Also, as a member of the Economic Resources Committee, Sir Paul put forward various valuable ideas for the future expansion of the Colony and its resources.

Sir Paul was on the Legislative Council as representative of the Justices of the Peace from 1868 till 1903, and was a member of the Executive Council from 1868 till the time of his death, being thus the senior Unofficial Member of that Council. As Chairman of the two Committees, Sir Paul organized the local celebrations of both the 1867 and 1867 Jubilees of Her late Majesty Queen Victoria, and received the honour of the C.M.G. in the latter year. He was made a Knight Bachelor in 1902, and represented the Colony at Coronations of both the late Sovereign and the present King. The French Government awarded him the Legion of Honour in recognition of his services in opening up coal mines in Tonkin.

Sir Paul was a generous benefactor of the Colony he loved so well. The University of Hong Kong, in which students principally of Chinese race are being educated, received from Sir Paul Chater a benefaction of \$250,000; it is estimated that he gave to the Churches of Hong Kong sums amounting in the aggregate to \$475,000. Other benefactions given during his lifetime were:—Endowment Fund for Ex-Active Service Men, \$60,000; Endowment Fund for the Millions to Seamen, \$50,000; Masonic Benevolence Fund, \$50,000; War Memorial Nursing Home, \$25,000.

In his will Sir Paul bequeathed to the Colony, subject to his widow's life interest therein, his residence, Marble Hall, valued for probate at \$600,000; the collection of porcelain and pottery on which he placed a high value and which represented in its assembly the work of a lifetime; and also his historical series of pictures of Hong Kong from its earliest days.

As H.E. the Governor said, in the Legislative Council, at the time of Sir Paul's death, "He has bequeathed to Hong Kong development schemes of great magnitude, many already completed but some on their way to completion, schemes which have changed the face of the land, which have vastly increased the prosperity of the Colony and which will insure to the comfort and contentment of present and future generations of its inhabitants. While Hong Kong and Kowloon endure, so long will his work remain as his imperishable memorial."

It is believed that all sections of the Community for which he achieved so much will desire to mark their appreciation of Sir Paul Chater's services by subscribing to the proposed scholarships, for the founding and maintenance of which the collection of a sum of \$50,000, as above stated, is being aimed at.

ST. PETER'S CHURCH

PATRONAL FESTIVAL AND THANKSGIVING SERVICE.

THE DEAN'S MESSAGE.

A Patronal Festival and Thanksgiving Service will be held at St. Peter's Church on St. Peter's Day, June 29th.

Holy Communion will be celebrated at 7 a.m. and Festival Evensong at 6 p.m. The Very Rev. Alfred Swann, M.A., D.S.C., Dean of Hong Kong, who will preach at St. Peter's Church on that day, said in his letter to the congregation, "Why Churches Are Dedicated To Saints."

"There was a mistaken age which taught that by dedicating a Church to a particular Saint you could induce him to protect it from evil and promote its welfare. There are still some who fancy this is what the Church hopes for in continuing to attach the names of Saints to its buildings."

"Of course, this is untrue. We continue the practice for a far better reason, namely, that it can be a source of inspiration to the congregation of a Church to choose as its elder brother some great servant of Christ whose life and work are worthy of admiration and imitation. Your Church is dedicated to St. Peter, Apostle and Martyr, the very human and loveable leader of the Earliest Church. He is your Patron Saint, not because we can be sure that he is able to take any active interest in you, but because you take an interest in him."

"St. Peter's Day is on June 29th—a Friday this year. On that day we shall keep our Patronal Festival, and, after thanking God for St. Peter and for blessings given to your Church of his name, we shall get what inspiration we can from his life and pray for God's help in the future."

"We hope that all who use and love St. Peter's Church and are interested in its future will be present at the services on June 29th. Will you come?"

COAL IN PHILIPPINES.

DEVELOPMENT PLANS.

MANILA, June 22nd. Two large coal companies in the United States, with plans to establish here a coal base for vessels making regular calls, are interested in leasing the National Coal Company mines at Malabang, Mindanao.

It is understood that they have requested that the disposition of the coal mines be withheld until they can send representatives here to make reconnaissance survey of the field.

The two companies have had reports that the Malabang coal mines are among the best of their kind in the world and that with proper capital they can be made to pay handsomely. Directors of the Development Company, which owns the controlling stock in the coal firm, see here an opportunity for the Government to receive a substantial royalty.

The mines were advertised for lease and recently bids were submitted by four Philippine firms, three of which are in the lumber business. The coal mines include extensive forests. The bids were opened and turned over to Claude Russell, formerly general manager of the coal company, who was asked to appraise their respective merits.

A report was made to the Development Company directors by Mr. Russell, recommending non-acceptance of the offers. The best of the four was submitted by the Hercules Lumber Company involving the sum of P.151,000, but not acceptable to the board.—*Manila Times*.

THE GIRL DECIDES.

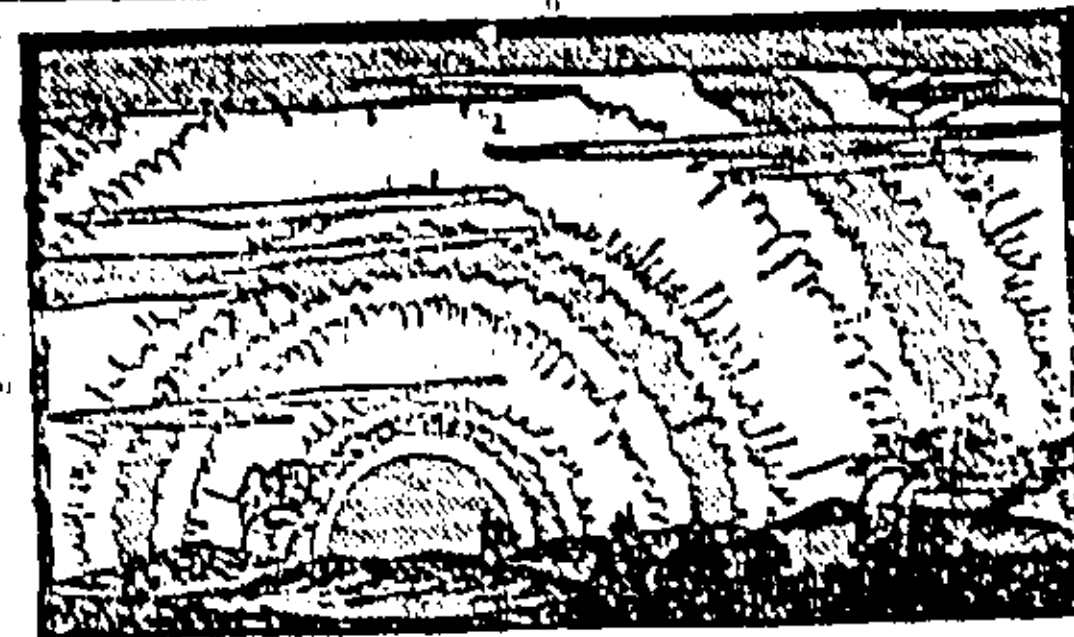
MAN'S CHANGED VIEWS ON MODERN MARRIAGE.

NEW YORK. Cupid put his arrow neatly through the modern doctrine of marriage when he persuaded Mr. Warren Fitzgerald to marry.

Mr. Fitzgerald was lately the manager of Judge Lindsey's debating hour, when that famous apostle of "companionate marriage" was stamping the country. The manager was an ardent supporter of the judge's views, as, indeed, from the business standpoint he should be.

But when the tour reached Rochester, New York, Mr. Fitzgerald met a girl who had her own views regarding marriage and they were not "companionate." Thereupon Mr. Fitzgerald forsook his modern thesis, resigned his management, and took a job as a real estate salesman.

It is reported that he is making good and will shortly be married in the old-fashioned way.



"Tomorrow"

Here is a lovely heart-song, sung with that melting quality of voice that has made Gene Austin a national name. The accompaniment is orchestral, mellowed with plaintive Hawaiian strings. You will like these new releases. Come in and hear them—soon!

Tomorrow So Tired

No. 21329, 10-inch

GENE AUSTIN

When—Fox Trot With Vocal Chorus

Just a Little Way Away From Home—Fox Trot With Vocal Refrain

No. 21338, 10-inch

Lila—Fox Trot With Vocal Refrain

Hello Montreal—Fox Trot With Vocal Refrain

No. 21333, 10-inch

Beloved—Waltz With Vocal Refrain

Dream River—Waltz With Vocal Refrain

No. 21339, 10-inch

Persian Rug—Fox Trot

Thou Swell—Fox Trot (from A Connecticut Yankee)

No. 21346, 10-inch

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New Orthophonic

Victor Records

GREAT WAR TROPHIES.

GENERAL APATHY.

NO WARSHIPS PRESERVED.

The Admiralty have been often reproached for the very prosaic manner in which they have scrapped warships which earned fame and glory during the Great War. We have been asked to believe that national sentiment would have favoured the preservation of all such ships, the numbers of which would have run into hundreds. But is this really the case? Judging by what appears to be the public attitude towards the mass of military relics, both British and German, with which the country is dotted, it is very questionable whether clusters of old warships would have been very much appreciated. They would have been very much in the way, wherever they had been bestowed, and fishermen and coasters would have never finished cursing them. At the same time, we think rather more might have been done in the way of preserving relics of famous ships. The Japanese, in many places along the coast, have mounted turrets, guns, and other fittings from vessels which played a conspicuous part in their war in Manchuria. These relics are regarded with veneration. It is possible, of course, that in this country they might have been looked upon in much the same light as tanks and German guns.

Still, it must be admitted that the Admiralty have never shown much zeal in the direction of preserving historic relics. The old *Foudroyant*, owes her preservation to the untiring efforts of Mr. Wheatly Cobb. Even the *Victory* herself had to be assured to the nation by private subscription. The official explanation is that the Admiralty have no powers in this way. Turner, in his famous picture of the old *Temeraire* being towed away to destruction, meant to convey a stinging reproach upon the state of affairs under which such vandalism was possible. As to the current unpopularity of military war trophies, this is probably due to the strong reaction against the war which still prevails in the national mind. It needs the perspective of time to enable such relics to be appraised at their true sentimental value.

The bugle upon which the charge was sounded for the Light Brigade at Balaklava was sold and resold at heavily mounting prices until the voice of the historian, declaring that no charge ever was sounded on a bugle at all, made itself heard. Again, our trophies of the Great War are altogether too numerous. The anchor of the *Victory* on the Trafalgar Fleet were ranged along that promenade there would be public protests!—*Naval and Military Record*.

WOMAN ARTIST'S SIX YEARS' TOUR.

SEEING THE WORLD BY PAINTING PICTURES OF IT.

MISS GORDON'S RETURN HOME.

Miss Hilda May Gordon, the artist who recently gave an exhibition of her pictures in Hong Kong, has just returned to her home in the Isle of Wight after a six years' tour of the world.

She left England originally in 1922 for a four months tour of the Dalmatian coast, but, liking travel, decided to venture further, painting as she went.

"During my wanderings," Miss Gordon stated to a Home newspaper representative, "I have painted Royalty and many Indian Maharajahs. The King of Greece was my first subject. I was also commissioned to paint the King of Siam's cremation."

"Since leaving England I have visited Crete, Egypt, India, Kashmir, Ladakh, Burma, Siam, Sumatra, China, Korea, Japan, Honolulu, and, finally, the United States."

"During my stay in Central India I met the Maharajah of Dhar, who heaped of my intention to paint the ruined city of Mandu, in the heart of the jungle. He lent me a number of servants, guides, and guards for a fortnight."

"My journey from India to Kashmir occupied three months, and was made by yak over mountain paths 17,000 feet above sea level. Neither my servants nor myself knew the way, but the yaks did, and we arrived safely."

"I was in China during the disturbances there, but came to no harm."

"One day, when I was sketching a street in Peking, hundreds of Chinese were attracted by my presence and they gathered all round me until it was quite impossible to see my subject. I gave up for that day. The next morning I recommenced my work at the same spot but the natives again gathered round. Two policemen came along with curved swords and told me that I must move. I replied that there was nothing in the laws of Peking to prevent me from sketching, but they caught me cleverly by stating that there were laws forbidding anyone to attract a crowd, so I had to give up."

"I have brought back nearly 100 paintings, and I propose to exhibit them in London."

"My travels have been made possibly by selling my pictures as I went, and it has been worth while."

**RED UPRISING
FEARED.****RIGOROUS PRECAUTIONS
IN CANTON.****MARTIAL LAW AND SPECIAL
PATROLS.****ALLEGED COMMUNIST DEN
RAIDED.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, June 25th.

For several nights nocturnal restrictions have again been enforced in Canton by the police. The number of patrols has been increased, and all principal thoroughfares, and strategic points are closely guarded. The armoured cars of the Canton Police are also parading the maloo at all hours. Belated wayfarers are having difficulty in getting from street to street, and most of them are searched and questioned. In certain sections of the city people are not even allowed to pass. This also applies to all forms of vehicles from rickshas to lorries.

Martial law has been strictly enforced since last Saturday, when it was rumoured that the Communists had planned another uprising similar to the holocaust of December last. The Police force were on the alert and houses against whose occupants there was the slightest suspicion were systematically searched and everyone carefully questioned. Much seditious literature was discovered in the raid conducted at noon that day on a certain grocery store in Man King Street. An informer had told the Police the names of some ten or a dozen Communists living there and using the store as a rendezvous for "Red" conspirators. The detectives drew a cordon around the place and every man in the store was arrested and questioned. Seven persons whose names corresponded with those written on the police list were placed under arrest and brought back to the Central Police Station. Other arrests were made, but on account of the secrecy with which these raids were conducted, our correspondent has not been able to ascertain the exact number.

On account of these "special" precautionary measures taken no trouble of any sort has occurred. In fact the great majority of law-abiding people who retire at an early hour do not realise that these restrictions are in force. In day time no restriction of any sort has been proclaimed, except in certain parts of Wongsah where suspected pedestrians are stopped and searched for firearms. It is expected that these restrictions will be relaxed and martial law abandoned if nothing happens for the next few days.

**FOREIGN COMMISSIONER'S
THEATRICALS PARTY.****LEADING CANTONESE
PRESENT.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, June 25th.

Dr. Chao Hsin Chu, Commissioner for Foreign Affairs of Kwangtung, gave last night in the auditorium of the Canton Police Club a theatrical performance in honour of the 70th birthday of his mother. The programme was presented by the celebrated Tai Law Tien Operatic Company, actors of Cantonese opera, Messrs. Ma Shih Tsing and Chen Fai Yung, playing the leading roles.

The auditorium was packed, every seat being occupied and hundreds of persons were standing. In the front seats were many Government officials, including Marshal Li Tsai Hsin, Mr. Fung Cho Man, Commissioner of Finance, Mr. Li Man Hing, Chief of the Bureau of Revenue, Mr. Wong So, Managing Director of the Experimental Munition Factory, and many others.

A great number of foreigners and members of the Consular Body on Shamen were also present, including Mr. Brennan, Acting British Consul-General, Mr. and Mrs. Olivecrona, Chief Engineer of the Kwangtung Board of River Conservancy, Mr. and Mrs. Douglas Jenkins, Mr. and Mrs. Wellcott, Dr. Ferguson, the Commissioner of Customs, Mr. Spalinger and M. Danjou, the French Consul-General.

**MOTOR ACCIDENT
AT WANCHAI.****A LONG POSTPONED
SUMMONS.****EUROPEAN LADY AS COM-
PLAINANT.**

Mrs. Nowell White appeared before Major C. Willson at the Central Magistracy as complainant in a summons for reckless driving brought against a Chinese motor-car driver, Kwok Kwai Cheung. It will be recalled that Mrs. White was knocked down by a car, No. 422, in Queen's Road East, at Wanchai, on Good Friday. Mrs. White was badly injured and was taken to the Government Civil Hospital in an unconscious condition. Although the case has been on several occasions before the Court it has had to be adjourned owing to the absence of the defendant or of the witness whom he said he was calling.

Mr. F. E. Nash appeared on behalf of the defendant and Mr. D. L. Strellett watched the proceedings on behalf of the complainant.

Mrs. White's Evidence.

Mrs. White gave evidence to the effect that at about 11.15 on Friday, April 6th, she was coming from Kennedy Road by pathway which leads into Queen's Road E. On arriving at the junction of the two streets she paused and carefully watched two motor-vehicles proceed in the direction of Happy Valley. Having satisfied herself that the traffic from that direction was clear she was about to look in the opposite direction but at this instant she was knocked down by the defendant's car and although she was almost unconscious at once she had just a hazy recollection of being lifted into the car. She did not hear any horn signals. Afterwards she was told that she was carried some 30 feet by the force of the impact. Mrs. White also remarked that she was very careful regarding traffic as she came from New York City.

An Eye Witness.

Leung Yip, a Chinese ricksha coolie, told the Court that he was on the opposite side of the road at the time and saw the last witness walking down the pathway. She did not stop but "continued walking." After the lady was knocked down he rushed to her assistance.

Witness was evidently puzzled by the proceedings and did not make a very satisfactory witness. Questioned by Mr. Strellett, he said that the lady did not leave the pavement but was on the side channel (the curb) when she was knocked down.

Mr. Strellett: "Did she step off the channel?"

Witness: "No, as soon as she reached the side channel she was knocked down."

The Driver's Evidence.

Kwok Kwai Cheung, the driver of the car, then said that at the time of the accident he had a friend sitting next to him. He saw two vehicles, of which one was a lorry, coming in the opposite direction and he slowed down and sounded his horn. Suddenly the lady appeared from the pathway which was partly hidden by the stone pillars of the verandahs and he walked across the road. He could not avoid her and the front bumper hit her. After he had knocked her down he stopped and took her to the Police Station.

Questioned by Mr. Strellett, the witness said that he was a driver with eight months' experience and that as the traffic was very congested at the time he slowed down to about 9 or 10 miles per hour. He said that he could have pulled up in about a foot or so, and that he was closely watching the two on-coming vehicles. Witness also said that he did not notice the lady until he had knocked her down. He denied that he was speeding at the time.

Corroborative evidence was given by the defendant's friend who was sitting with him in the car at the time of the accident. This witness said that he was a licensed driver and was looking for a job.

Lam Ming, a clerk at the Wanchai Post Office, said that he did not actually see the accident but came out later and saw the lady being put into the car.

(Continued on next column).

OPIUM CASES.**FOUR CHARGES AGAINST A
WOMAN.****CARRIER FINED \$1,000.**

A fine of \$1,000, or four months' hard labour, was imposed by Mr. R. E. Lindell at the Central Magistracy on a ticket collector employed at the Yau-mat ferry wharf for possession of thirteen tael of smuggled opium. The defendant said that he only acted as a carrier and was promised 30 cents for each tael he helped to smuggle.

Another man who was charged with possession of one tael of illicit opium admitted that he was a carrier and was fined 87½ or six weeks' hard labour.

A third man was fined \$80, or four weeks' hard labour, for having in his possession a small quantity of the drug.

Pleading guilty to a charge of keeping an opium divan at No. 154, Wellington Street, a Chinese woman was fined \$30, or four weeks' hard labour, and an additional \$25, or fourteen days, for possession of a small quantity of opium.

When Revenue Officer Grimmit visited the woman's house he found three bottles of adulterated wine. The woman was fined \$50, or four weeks' hard labour, for possession of dutiable liquor. A fourth charge against the defendant was of possession of adulterated brandy on which she was fined \$100, or six weeks, the prison terms to run concurrently.

**INDIAN GUARD SENT TO
PRISON.****ASSAULTED PASSENGER ON
S.S. "FAT SHAN."**

Kapoor Singh, the Indian Guard who was taken off the s.s. *Fat Shan* by a police launch soon after she had left her wharf for Canton on Saturday night appeared before Commander J. B. Newell, D.S.O., R.N., at the Marine Court yesterday morning for being drunk and assaulting a Chinese passenger named Chau Yik Lam.

The complainant having given his evidence, defendant pleaded guilty. He said that as he was passing the complainant the latter called him a "Molor Kwai" and the defendant returned the rebuke. The defendant then said that the complainant struck him on the face and he (defendant) struck back. Defendant admitted that he was a little drunk at the time.

The Magistrate took a serious view of the case and sentenced the Guard to three months' imprisonment with hard labour.

As reported in our issue of yesterday while the s.s. *Fat Shan* was still within the harbour limit on her way to Canton on Saturday night she gave four blasts on her steam whistle. The signal caused some alarm and a Police launch was soon alongside her. The defendant was then handed over to the Police.

Submission For Defence.

Mr. Nash pointed out that it was for the prosecution to prove negligence. He remarked that the driver had done all that anybody could have done, and slowed down for the two on-coming cars. It was because of the other two cars that he hugged the side of the road with the result that the stone pillars obstructed his view.

Mr. Strellett said that the Court was not trying the lady for any alleged faults on her part but investigating whether the driver had been guilty of negligence. He failed to see how the driver had knocked his client with such violence if he was going at the speed—10 m.p.h.—which he himself stated. The driver also said that he could have pulled up within one or two feet, a claim hardly borne out by the facts. According to the plans of the mishap the car was nearly in the middle of the road at the time, and this added to the strength of the charge of negligent driving.

Mr. Strellett finally remarked that it was his opinion that the defendant was being engaged in talking to the friend beside him in the car, and not paying attention to anything else except perhaps the two on-coming cars.

The Magistrate then decided to see the scene of the accident and said that he would reserve his decision until to-morrow at 2 p.m.

**A PLAINTIFF
ARRESTED.****SOLICITOR PLEADS PRIVI-
LEGED POSITION.****CURIOUS INCIDENT IN CIVIL
ACTION.****JUDGE ORDERS RELEASE.**

An unusual incident arose out of a civil action heard at the Summary Court yesterday before Mr. Justice P. Jacks, when a Chinese sued a fellow countryman for the recovery of \$353.64 for the sale of a steam winch. The plaintiff was arrested on leaving the Court after the morning's hearing at the instance of certain creditors, and when the case was resumed in the afternoon, Mr. Russ, who appeared for him, contended that such arrest was illegal. He argued that a witness coming to or returning from the Court was absolutely exempt from arrest arising out of any civil cause.

The plaintiff was Tang Long Hin formerly trading as the Wing Tai firm and now a partner in the Yuen Loong firm of 52, Graham Street. He was represented by Mr. C. A. S. Russ. The defendants were the Shun Lee firm. Mr. Horace Lo appeared on their behalf. The claim was for \$353.64 being balance due on the sale of a steam winch for pile driving purposes.

In outlining the case, Mr. Russ said that the plaintiff personally sold the winch to defendants on April 13th, last year. The amount agreed upon was \$1,000, and of that sum, defendants paid a deposit of \$50 and another \$300 on delivery. There were other items which were set-off against the remaining amount and thus left a balance of \$353.64.

Mr. Russ went on to say that the defendants knew quite well that the plaintiff was the owner of the Wing Tai firm, and although the writ was issued in the name of the plaintiff and not in the firm's name, defendants have had ample time to find out who the plaintiff was. Defendants, Mr. Russ added, admitted that they owed this sum of money to the firm but said it was not due to the plaintiff.

Plaintiff corroborated his solicitor's opening in the witness-box, and during the course of his cross-examination, Mr. Lo explained to the Court that if the plaintiff had claimed the amount in the name of his firm, his clients would have paid it. The plaintiff claimed to have supplied the goods personally and not as a representative of the firm. Under the circumstances, Mr. Lo said, his clients had no alternative but to resist the claim, because if they paid up, they would have to pay again to the firm.

Questioned further, plaintiff denied that the winch was supplied to the defendants by the firm. He, however, admitted that the bill was sent out with the Wing Tai firm's chop on it. He explained that he was the Wing Tai firm and, therefore, he could use the chop in any manner he liked.

Mr. Lo then suggested that an acknowledgment from the defendants had been taken out of one book and put into another book by undoing the binding. This was to make the transaction appear a personal one between the defendants and the plaintiff.

In answer to further questions, plaintiff admitted that the Wing Tai firm ceased to function because the claims of creditors could not be met. He also admitted that another firm had obtained judgment against him for \$1,020 plus taxed costs of \$131.

Mr. Lo then submitted that the plaintiff was "a fraud," from beginning to end and that he had borrowed money on goods which he subsequently supplied to the defendants. Mr. Lo further suggested that the defendants knew the Wing Tai firm proprietor, as Tang Ling, and not Tang, Loong Hin. The writ, therefore, was bad in its present form and judgment could not be entered for the plaintiff in any case.

The case was then adjourned for the fifth hour and on resumption, Mr. Russ told the Court that when the plaintiff was leaving the Court and was going to Mr. Russ's office he was arrested on a charge of civil debt in another action, and that he had been in custody ever since.

A Witness's Position.

Continuing, Mr. Russ said: "My submission, for which I have a good deal of authority, is that a witness coming to or returning from the Court is absolutely exempt from arrest for any civil purposes. He would not be exempt from arrest for contempt of Court or for a criminal offence, but for the mere enforcement of a civil debt it is absolutely illegal. I am asking for his immediate discharge from custody."

Mr. Russ then went on to cite authorities and said that a bailiff was required to ask the defendant to point out his property and the bailiff was not to make an arrest if the defendant did point out his property.

Mr. Russ further added that a debtor was entitled to go from his house to Court and to return.

His Lordship asked Mr. Russ what would happen suppose a debtor did not go back to his house but went somewhere else?

Mr. Russ replied that if a debtor chose to do that he would lose his privilege. A debtor, he said, could keep on walking backwards and forwards as long as he liked and not be arrested.

His Lordship: If I make an order for his release now he may go to Canton and avoid his obligation.

Mr. Russ said that there was no evidence that the plaintiff was going to do such a thing. In fact he was anxious to get judgment for the money claimed in the present action.

His Lordship: If he gets this judgment he may be arrested immediately afterwards.

Mr. Russ replied that that was possible but his present application was that the arrest of the plaintiff was illegal and that he was entitled to go home.

His Lordship: I am not sure how long that privilege lasts.

Mr. Russ said he was quite sure that the plaintiff was entitled to go straight from his home to the courts and back but he was not entitled to "wander round, because as soon as he does that he loses his privilege." It would be an "unreasonable deviation" from his path. "He is now in custody in one of your Lordship's courts. He has not only been illegally arrested, but also kept in one of his Lordship's courts which is contempt of court."

His Lordship said that if he made an order for the plaintiff's release it would not make a very material difference. He would remain in court under the eye of the bailiff but technically he would be free. He would, however, be liable to be followed directly the case was over and re-arrested as soon as he arrived home.

Mr. Russ replied that he was not so sure about that. "I don't think they can arrest him again." I think they have taken a step which is wrong and they are doomed. They cannot arrest a man twice for the same thing. They have chosen wrongfully to arrest the man and I don't think he can be re-arrested. That point however, would come up later.

"If he is wrongfully re-arrested," said Mr. Russ, "We shall, of course, claim very heavy damages as they are doing it with their eyes open. If people like to arrest a man wrongfully then it is only right that they should suffer for it. I think a sympathetic jury might give any amount of damages if they choose to re-arrest him and they are wrong."

Mr. Castilho, bailiff, replying to his Lordship, said that he was ordered to arrest the plaintiff by Messrs. Brutton's clerk and the plaintiff in the other action.

Mr. Russ remarked that if a plaintiff liked to tell the bailiff to arrest people wrongfully he took the risk.

His Lordship intimated that he had better hear what Messrs. Hall Brutton had to say before he made an order for the release of the plaintiff.

Judgment For Plaintiff.

The case in connection with the sale of the steam winch was then proceeded with, and after hearing further evidence, His Lordship gave judgment for the plaintiff for \$353.64 less an off-set of \$50 which the defendants had succeeded in proving. Costs was also given to plaintiff up to the time of the application for a re-hearing, and from that time since, costs were awarded to the defendants.

Mr. Russ made an application for costs to be taken out of the amount given in judgment for the plaintiff and said that he thought Mr. Lo would also join him in making the application, in view of other claims pending against the plaintiff. The application was granted.

His Lordship then waited a few minutes for a representative from Messrs. Geo. K. Hall Brutton & Co. to come forward to explain the arrest of the defendant, and as no one appeared in Court, the plaintiff was ordered to be released.

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AGENDA—
1.—To receive and pass the Committee's Report and Statement of Accounts.
2.—To elect Officers and Committee for the ensuing year.
3.—Any other Business.

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The Daily Press.

HONG KONG, JUNE 26th, 1928.

THE EDUCATION OF LABOUR.

The long struggle waged by the British Labour Party against the extremists and Communists within its own ranks has now culminated in the two leaders of the political and trade union sections respectively openly breaking with their colleagues and issuing a hysterical letter of denunciation. They complain, in effect, that the war on capitalism has been abandoned and "the fighting spirit of the party destroyed." That is more or less true and everyone except the fanatics and professional agitators is profoundly thankful. After a long period of education in the hard school of experience the Labour Party is slowly learning that war benefits no one except a few individual leaders, and that this law applies just as much to industrial as to military conflict. The two leaders in question, Mr. A. J. Cook and Mr. JAMES MAXTON, particularly the former, have, personally, much to lose by industrial peace and prosperity and they confuse a personal with an imaginary general misfortune.

Mr. A. J. Cook has shown himself a man of inordinate vanity, whose abilities begin and end with a turn for hysterical eloquence. He possesses nothing of the quality of many labour leaders, like KEIR HARDIE of the past and DAVID

KIRKWOOD of to-day, whose transparent honesty commands personal respect whatever one may think of their beliefs and actions. Mr. JAMES MAXTON is a young man of real rhetorical power who will probably be sobered by advancing years. But the Labour Party as a whole sees that in the past men of this type have led them into a morass and that to-day the nation is utterly sick of the gospel of war of any kind. In fact Mr. BALDWIN's "peace in our time" has won an overwhelming political victory. But the educating of the British Labour Party to its present degree of reasonableness has been a long process. It was begun during the war when certain of the leaders accepted the responsibilities of office while others learnt in the Army and other government service the necessity and true nature of many things which they once derided from a distance. They, however, did not learn economics, and the effect of Lloyd George's finance hardened them in the belief that state control and inflated wages had come to stay. Great was their rage and disappointment when the governing bodies of decontrolled and un-subsidised industries, declared that they must either increase hours or cut down wages, if they were to keep going. Then war started between Labour and Capital. Strike followed strike until, despite a long series of failures, the Trade Union Council endeavoured by means of the "General Strike" to seize the political control of England. The Coal Strike sought the same end—the theory being that if a Revolutionary Council took over everything we should all become self-supporting and prosperous.

Following the failure of such expedients the public and the leaders of Labour began to contrast their own distress and the ruin of Russia, where these theories were being practised, with the undoubted prosperity of the United States. The doctrines of HENRY FORD were matched against those of TROTSKY and LENIN. Slowly it began to be realised that the different components of the interdependent world of to-day resembled, not rival beasts of the jungle but one single individual, and that while labour might be compared to the muscles, capital was the life blood and the controlling directors and experts the brain. This is the obvious and reasonable view. It is now an accepted truism that a high standard of payment, of health and education, good housing and reasonable leisure make for better profits than "sweated" and discontented labour. The economic heresies of the Labour Party are not to be wondered at when, not so very long ago, the current doctrine of the wealthier classes was that the working people must be "kept down" or they would "grow discontented." They did grow very discontented but with a new and more sane view of economics there is every prospect of commercial prosperity and political security in England which a future accession to power of the Labour Party will not disturb.

The Ceylon Turf Club has decided to abolish sweepstakes on Race Days.

The fortnightly meeting of the Sanitary Board will be held this afternoon at 4.15 and from the agenda to hand, nothing of public interest is down for discussion.

For having in his possession three partridges during the close season, a Chinese, who pleaded that he brought the birds from the country, was fined \$10 at the Central Magistracy yesterday. The police officer in charge of the case was directed to set the birds free.

Jack Pickford and Beatrice Lillie are the leading players in "Exit Smiling," a comedy drama of stage life, which comes to the World Theatre to-day and to-morrow.

A Chinese woman who has been admitted to the Kwong Wah Hospital with injuries to her head told the police that she was assaulted by a man because she refused to join a certain society.

Sentence of four weeks' hard labour was passed at the Central Magistracy yesterday on a Chinese who failed to give a satisfactory explanation for having in his possession a pair of gold cuff links.

Among passengers arriving yesterday by the *Empress of Russia* from Shanghai and the north were Sir E. Kadoorie, Mr. L. Kadoorie, Capt. Davidson, Mr. H. W. Ray, Dr. and Mrs. R. W. Shearman.

The military escort which was provided by the 1st Battn. The Queen's Royal Regiment for the *Empress of Canada* as a safeguard against piracy, returned from Shanghai yesterday on the *Empress of Russia*.

A Chinese who was charged before Mr. R. E. Lindsell at the Central Magistracy yesterday with possession of 650 leadlets alleged to be of a seditious nature was remanded for one week to enable translations to be taken of the documents.

Letters of administration have been granted to Mr. D. J. Lewis in the estate of the late Mr. Georges Leonoe Guibert, who died on June 4th, 1927, at 34, Avenue Basquet, Paris. Deceased leaves \$16,400 in the Colony which he bequeathed to his brother, Lieut.-Col. F. G. Guibert of Cliboure, Basses Pyrenees, France.

A fine of \$50, or six weeks' hard labour, was imposed on a Chinese by Mr. W. Schofield at the Kowloon Magistracy yesterday for damaging trees on the hillside at To Kwa Wan. Sub-Inspector James said that the defendant was at work with a saw at 11 o'clock at night and the noise attracted the attention of two constables at Hungtom.

Kowloon Marine lot No. 97 at Ma Tau Kok was offered for sale by auction yesterday at the Crown Land Office of the P.W.D. The area was stated to be about 86,000 square feet and the annual rental \$454. The plot was offered for a term of 75 years with option of renewal at a rental to be fixed by the Surveyor to H.M. the King for one further term of 75 years. The lot was bought by Messrs. Chan Pat Ting and Chan Tak Wo on behalf of Mr. Hip Tung Wo at the upset price of \$48,500.

Mr. F. H. J. Traves, lecturer and tutor in the department of English at the Hong Kong University, who is now on vacation, is carrying out temporarily the duties of private secretary to H.E. The Officer Administering the Government. Captain B. R. Foster, the former private secretary to H.E. the Governor, left the Colony on Saturday and proposes to take up other business interests. It is anticipated that Sir Cecil Clementi will appoint another private secretary in England. Captain Wyle, A.D.C. to H.E. The Officer Administering the Government, who has been unwell for some time past, is shortly going on holiday to Wei-hai-wei. During his absence Capt. Wright of the Gunners will act as A.D.C.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.30 p.m., stated:—

The Northern depression is now central to the north of Tokyo. The Tongking Gulf depression is not so deep. Another depression is indicated over North China.

Local Forecast:—South winds, moderate.

THE TYPHOON.

A message from the Manila Observatory reports that at 12.30 p.m. yesterday the typhoon was in about 17deg. N. 131deg. E., moving North-eastward. The position mentioned is about 1,000 miles E.S.E. of Hong Kong.

SCOTS GUARDS TO LEAVE?

PREPARATIONS TO MOVE NORTH.

ACTIVITY AT SHUM SHUI PO CAMP.

An enquiry at Headquarters Office yesterday elicited the reply that no statement could be made with regard to the rumours of troop movements from the Colony which were prevalent yesterday.

The report was current that the 2nd Battalion, the Scots Guards, who are now in Sham Shui Po camp were preparing to leave for the North, possibly as soon as Thursday morning, and that there were active scenes of preparation for this sudden departure at their quarters most of yesterday.

In view of the great reticence being observed by the Military Authorities the shipping companies were naturally unwilling to impart much information. A member of the staff of Messrs. MacKinnon, Mackenzie & Co. informed our representative that the rumour that either a P. & O. or a British-India S.S. Co. liner had been chartered by the military authorities had no truth in it. It evidently arose from the fact that the office was visited yesterday morning by Commodore J. L. Pearson, R.N., and by the G.O.C. (Major General C. C. Luard, C.B., C.M.G.).

"We simply have no vessel available for over a fortnight," we were informed. "The *Talma* is due on the 9th of next month and could be used for the purpose but the military authorities evidently want a ship long before then."

We learned, however, that definite enquiries had been made with regard to a local ship expected in Hong Kong to-day, and there seems no reason to doubt that the Guards Battalion is to leave very shortly for the North.

It was also reported that the use of warships as transports had been considered. The detachment of the Bedfordshire and Hertfordshire Regt. which was recently conveyed from Wei-hai-wei to Tientsin was, we understand, shipped aboard one of the new County cruisers, but at the present time there is no warship of any size in Hong Kong except H.M.S. *Curlaw*.

MACHINE GUNS FOR H.K.V.D.C. MOUNTED INFANTRY.

FIELD DAY ON SUNDAY.

The Mounted Infantry Company paraded at nearly full strength on Sunday morning to carry out a few simple tactical schemes.

In common with other units of the Volunteer Corps the Mounted Infantry are to be armed with Vickers Guns and the training is now entirely directed towards attaining the necessary skill in the handling of these weapons.

Leaving the Dragon Garage shortly after 9 a.m. the Company proceeded up Wong Nei Chong Valley by the path towards Little Hong Kong. The various schemes were explained by Captain W. Brackenridge, M.C., who was in charge of the operations.

The work was both novel and interesting and was carried out with great keenness by all concerned. The Commandant of the Corps, Colonel L. G. Bird, and Major H. E. L. Dowbiggin were present.

At the conclusion of the various schemes and after the ponies had been watered and fed near Little Hong Kong and handed over to their Indian ayes, the party proceeded to Repulse Bay where tiffin was served. The remainder of the day was observed as a holiday.

PARCEL MAILS FOR THE FAR EAST.

BLUE FUNNEL LINE TO SUPPLEMENT P. & O. SERVICE.

The Colonial Secretary informs us that a despatch from the Secretary of State for the Colonies has been received conveying the information that the Treasury have now authorised the use of Holt Line steamers, alternately with steamers of the Peninsular and Oriental Steam Navigation Company, for the conveyance of Parcel Mails to the Far East, and that it is hoped to start the new service at an early date.

The Postal Administrations of Hong Kong will be advised by the General Post Office as soon as a date for the first despatch has been fixed.

With regard to this improvement in our parcel service it will be remembered that in January of last year the Chamber of Commerce recommended to the Government that this was a very necessary move. Under the present arrangement of a fortnightly service, shipments of samples of piece goods frequently arrived late and as dealers will not take up goods until the samples arrive the consequent delay causes importers' an appreciable loss every year.

CASE OF "PLAGUE" REPORTED.

One Chinese case of plague was reported from the Victoria registration district during the week end. This is the first instance of a case of this disease in the Colony for a very long time.

The only other notifiable case during the period under review was one of enteric (Chinese).

TRAIN DERAILED AND MAN SHOT.

EXELOTS OF THREE U.S. BOYS.

New York.

The folly of three boys startled the United States one day last month. Two of them shot and robbed a man. The third derailed an express train. Fortunately in each case the intentions were worse than the results.

The shot man is expected to recover and no one was killed in the derailment.

With an expression as disarming as that of one of Raphael's cherubim, little Salvatore Mollica, aged 13, confessed that with the aid of another boy, James Surdo, aged 15th, they held up a shoe maker, Elias Cannavina, in New York, and, despite his pleading for mercy, shot him close to the heart. They robbed him of his watch but obtained only half a crown in money.

But little Salvatore admitted to detectives that the shooting had been done by his elder companion, and said that he disapproved of such tactics unless the victim showed fight.

When To Shoot.

"He shouldn't have shot the guy," said the youngster gravely, peering at the police through horn-rimmed spectacles. "I always say 'never shoot 'em unless they try to fight,' and this guy was nice and quiet. But Jimmy said, 'Shoot 'em and they can't identify you later.'"

Both boys live with their families in neatly-furnished flats. Their parents are immigrants who have been in the country for 13 years.

The train accident was caused by 10-years-old Vincent Burkett, who said he wished to see whether a train could flatten out a spike as easily as it would a penny. He placed an iron spike on the rail just before the Reading express was due to pass through Camden, New Jersey.

The engine was thrown off the rails, but the carriages were held. The fireman and the engine driver jumped clear, but had to be treated for burns at a hospital.

DEAD GIRL WITH NO NAME.

POLICE ISSUE A GENERAL S.O.S.

HUNT FOR A MAN.

LETTERS ADDRESSED TO "CHARMAINE."

LONDON, June 2nd.

The entire Metropolitan Police force are assisting detectives from Scotland Yard to discover the identity of a girl with shingled hair, aged twenty-five, who was found dead in a Great Ormond Street lodging-house yesterday.

A post-mortem examination was held last night, and it is understood that death was due to gas poisoning.

Dead For Days.

When the tragedy was discovered the indications were that the girl had been dead for some days.

She was lying on the floor of a room with little clothing on, and a bed had apparently been improvised on the floor.

A general "S.O.S." circular was sent out by Scotland Yard to every police station in the London area after every attempt by headquarters to find the dead girl's name had failed.

Only one clue to the girl's identity has been found—letters in her possession were addressed to "Charmaine."

Investigation is following two lines. All "missing lists" are being checked; the police are looking for a medium-sized young man in a dark lounge suit, a lodger in the house.

A strange feature of the case is that the girl was apparently unknown to other occupants of the house.

Locked Door.

It is understood that they were absent over the week-end, and on their return on Monday evening they found the door of one of the rooms which was occupied by a lodger locked.

On the doormat they noticed some confetti. On Wednesday the lodger, who had been away for a week, returned home, and, finding the door of his room locked, gained admittance by climbing on the roof of the bathroom and forcing a window. He then told the landlady not to come in the room, but to wait while he went for the police.

The police, to her surprise, did not come last night, and the body was discovered by the police early yesterday morning. They forced the door and found the girl's body lying on the floor with her head in a gas oven resting on some pillows. She had wrapped herself in bed-clothes.

The lodger, whose whereabouts is at present unknown, gave the tenants to understand that he was a member of the staff of Middlesex Hospital, but the hospital authorities deny all knowledge of the man. The name by which he went is believed to be a foreign one.

It is known that the dead girl frequently visited a house in Liverpool Street, where she went under the names of Edna and Charmaine.

A postman remembers having delivered letters bearing the name Charmaine, but cannot recall the address.

"Charmaine" is described as being a pretty brunette with shingled hair. When last seen in Liverpool Street she was wearing a grey costume and a red hat.

"She was a bright, attractive girl, with a vivacious way of speaking," a Liverpool Street resident said last night.

It is believed that she came originally from Essex.

LUXOR DISCOVERY.

ORIGIN OF BRITISH MUSEUM SARCOPHAGUS TRACED.

Cairo.

The French Institute of Oriental Archaeology have announced that a party digging in the necropolis at Thebes (Luxor) has discovered the roughly cut chambers at the bottom of a deep pit. They contain some forty sandstone blocks from the temple of King Taharka (722-663 B.C.), of the 25th Dynasty.

Near the blocks was found a quantity of modern objects, including a rope, a pulley, a pick, nails, baskets, and rollers, which had evidently been left there by the French mission sent to Egypt in 1831.

The pit has been identified definitely as that from which was taken the black granite sarcophagus erected in the Place de la Concorde, Paris, in 1833. It was subsequently acquired for the British Museum, where it is now exhibited.

GOLF NOTES.

[By R. H. H.]

Fairing was fairly mild over the week end, but, taken in large doses, there was rather more kick in it than one imagined. In spite of a steady breeze and occasional torrents of rain, several people, who believed themselves already ripened, came back with arms tender and soft from the sun. Still, one could not really talk about the weather, while there were very few faults one could find with the course.

The tractors had got through a great amount of work during last week, and all fairways were comparatively short, with the ball lying well. Even the fairways under treatment were far more possible than before, as rain had washed a lot of the dressing well into the ground, and one had a firmer surface to play the shots off. Occasionally the really bad shot was penalised even more than usual, for in one or two of the sand bunkers there were the scars of several yesterdays' good businesslike chasms into which one's ball settled and stayed in spite of all one could do.

The greens are naturally showing rather a thick growth of grass these days, and putting is a very different problem from what it was a month or two ago. Then it needed great delicacy of touch to keep the ball near the hole, but if the greens were in good condition the ball ran absolutely evenly and true. Now the difficulty is rather to keep the ball moving than to stop it, and putts are apt to bump a bit. A putt struck rather gaily will often jump the hole, where before it would have hit the back and stayed dead. The confusion of the whole matter should be presumably that one never takes more than two putts just now, but that long ones do not drop quite so frequently. Unfortunately there are days on which it seems almost impossible to come to a final conclusion in putting.

It would be interesting to see the full scores of the American Open Championship, which that wonderful golfer Bobby Jones lost to Johnny Farrell on the play-off over 36 holes. Farrell's list never appeared on *Reuter's* list until the fourth round, when he tied with Bobby Jones at 92. Jones was apparently leading the field after two rounds, with 73-71=144, and Walter Hagen with 75-72=147 stood equal fourth. Jones averaged 74 for his next two rounds, during which Hagen fell one shot behind, while Farrell appeared out of the blue to tie with Bobby Jones.

In the play off on Sunday Farrell had the extremely fine score of 70 to Jones' 73 on the morning round, a great achievement in any circumstances, but especially in the nerve wracking conditions of an Open Championship tie.

The afternoon round must have been one of the most thrilling things ever seen on a golf course. Bobby Jones had the task of trying to knock 3 or more shots off Farrell's lead, when they were both obviously playing very fine golf. Again one has only a cold total to work on, but during the course of that last round Bobby Jones managed to get two of the shots back, and so lost the Championship by one shot on the play off. The scores, 71 for Jones and 73 for Farrell, show what sort of golf was played, while the average score throughout the full six rounds was just a fraction over level 4, 72, for Farrell and 73 for Bobby Jones.

This Championship raises all sorts of interesting questions: one of them, the comparative merits of Jones and Hagen, a question which has been raising a lot of interest at home. This is partly because the two are not very frequently seen together. In our own Open Championship, for instance, they seem to take it in turns to come over and win in a way which is rather humiliating to us. Bobby Jones' score at Chicago was not as good as Hagen's at Sandwich, but that proves nothing, especially as Hagen throughout at Chicago. The respective scores were 73-71=143, and 75-72=147. On the other hand, Hagen has only recently returned from his arduous visit to Europe, and so one can argue round and round and never get much further.

The main British hope, Archie Compston, who had quite made up his mind to win the Championship, must be disappointed with his efforts. His total of 304 gave him

AMERICAN OPEN CHAMPIONSHIP.

FARRELL WINS PLAY OFF.

JONES' GREAT EFFORT.

[REUTER'S AMERICAN SERVICE.]

The American Amateur Golf Championship was won by Johnnie Farrell, who beat Bobby Jones by one stroke in the play off of their tie.

The scores were:—
Johnnie Farrell, 70+73=143.
Bobby Jones, 73+71=144.

TENNIS LEAGUE.

YESTERDAY'S MATCH.

CHINESE R.C.'S BIG TOTAL.

On their own courts the Chinese Recreation Club "C.I." beat the Kennedy Road Married Quarters by an overwhelming margin of 63 games, the final scores being 51 games to 13 in their favour.

The detailed results were as follows:—

Ma Wai But and Ip Kau (C.R.C.)	
beat W. E. Waterson and Hayes	4-3
beat McCulloch and W. Guinan	10-1
beat Moccock and Hardy	8-3
Cheng Chi Wing and Chow Wah Po (C.R.C.)	20-7
beat W. E. Waterson and Hayes	10-1
beat McCulloch and W. Guinan	10-1
beat Moccock and Hardy	8-3
Lau Man Kwong and Chiu Tsun Chiu (C.R.C.)	23-3
beat W. E. Waterson and Hayes	10-1
beat McCulloch and W. Guinan	9-2
beat Moccock and Hardy	8-3
Total:—C.R.C. 81; Kennedy Rd. M.Q. 13.	

DO GIRLS OVERDO SPORT?

BETTY NUTHALL COLLAPSES DURING TENNIS MATCH.

"Are girls overdoing sport?" is the query newspapers feature as a result of Betty Nuthall's recent collapse during a tennis match. It is said that the experience in recent years towards moderation, especially in tennis, is forgotten in the glamour and excitement of the game with serious physical results.

Betty's mother describes her as "mentally and physically tired out" through constant competitive playing. She will have a week's absolute rest to recuperate before Wimbledon.

The *Daily News* says that Betty Nuthall's experience opens a wide field for discussion. She is big and strong, and if tennis fatigues her too much what will happen to the fragile and delicate girls who are not "set" physically, for in spite of being immature they play strenuous tournaments week in and out.

Dangerous In Excess. The paper says that modern lawn tennis is an extremely hard exercise and dangerous in excess. One tournament in three weeks is enough for a girl player. It is recalled that Helen Wills broke down in Paris and was operated upon for appendicitis. Mrs. Godfree had a period of indifferent health while Evelyn Colyer eased off like many others.

The trouble is that girls form the tournament habit and it is not easy to shake it off. It is a jolly but a dangerous life. Undoubtedly girls who play tennis by day and dance half the night store up a disastrous legacy.

An average of 76 for his four rounds, and put him well down the list. This must have been all the more galling as in practice on the day before he had broken the record of No. 4 Course at Matteson, Illinois, with a brilliant 69, and had been made favourite in consequence. MacDonald Smith was a five shots better than Compston, a fact which is of interest in view of his crashing defeat of Hagen. The Lakeville Golf Club, Breakneck, Long Island, where MacDonald Smith is professional, accepted the challenge and have put up a stake of \$5,000 and the match will presumably be played in the near future.

I do not think anything more has been heard of the same club's backing of Smith and Sarazen for \$10,000 against the world.

BOOKMAKERS RETALIATE.

SCHEME TO FIGHT THE PARI-MUTUEL.

OFFER TO BACKERS.

10 PER CENT. ABOVE PRICES PAID BY THE MACHINE.

LONDON, June 2nd. A swift counter-stroke has been made by leading bookmakers to the proposal for establishing a private pari-mutuel, associated with the name of Mr. Randall, of the Turf Guardian Society.

Meetings were hurriedly called, culminating in a private meeting attended by representatives of many prominent firms. A unanimous decision was reached to the effect that bookmakers make a sporting offer to their clients to pay 10 per cent. over and above any prices paid by the proposed pari-mutuel. Bookmakers are so certain that they can beat the pari-mutuel prices that they do not expect to lose anything by this offer.

On the contrary, they contend, that backers would still secure better prices on the old basis than on the new basis plus 10 per cent.

"STICK TO THE OLD FIRM."

Those firms of bookmakers who are leading the movement to counter the pari-mutuel are confident that they will secure overwhelming support among bookmakers in the country when the details of their scheme become known.

"We are confident that we can kill the private pari-mutuel," declared a representative of a prominent firm to a *Daily Express* representative.

The following statement has been issued:—
"A meeting of prominent Turf accountants was held during the week to consider the question of the proposed pari-mutuel."

Comparison of Prices.

"It was the opinion of the meeting that no private pari-mutuel dealing with the stay-at-home backer on a credit basis could return prices which would consistently be as good and as satisfactory as the official starting prices, especially in connection with the form horses, which are usually selected by the public as the medium of their investments; but until this fact has been definitely proved to the public in order to prevent their clients being attracted by what, in their opinion, are illusory and impracticable promises, and also to endorse their confidence in the foregoing contention, the Turf accountants present at the meeting decided to offer the existing and prospective clients the option of having their accounts conducted either as usual or on pari-mutuel terms."

"Those clients who choose the latter would be paid the prices (both win and place) returned by the pari-mutuel, plus 10 per cent."

"Best Conditions."

"Those present at the meeting wish to make it clearly understood that they deal only with the question of a private pari-mutuel, also that they had no desire to deter any backer from trading under the best possible conditions, and in the opinion of any of their clients the private pari-mutuel will afford them the facility of making the experiment without changing agents."

"It is, however, because they are so confident that the financial balance will be to their clients' disadvantage that they offer them the increase of 10 per cent. Even with this added percentage, they believe that the pari-mutuel returns will be substantially less than the official starting prices."

(Continued on next Column).

RACING IN FLAMES.

MOTOR-CYCLIST PUTS THEM OUT AND GOES ON.

A big crowd at the opening of the dirt track motor-cycle racing at the White City on May 19th saw Jack Bishop, aged 19, the youngest of the 12 Australian riders taking part, crash at 40 miles an hour on a bend.

He turned three somersaults, rolled 10 yards, lay still, and was carried off the course. Ten minutes later he told a reporter, that he felt "fit to ride again in an hour."

One of the loudest cheers of the afternoon came when A. Medcalf skidded on a corner, with his machine on fire. He stopped, bent out the flames with his gauntlets, and finished the course only a short distance behind the winner.

A thunderstorm left the track dangerously water-logged. Despite this, the riders continued at full speed, and earned rounds of applause for their amazing skill and courage in righting their machines. The Golden Helmet trophy was won by Frank Arthur.

Members of leading firms in the movement prepared a further statement for the *Daily Express* showing the basis on which they had worked out their calculations. Results of a hundred consecutive races were tabulated, and these were taken to prove that, on a pari-mutuel basis:—

In ten races backers would not have had their own stakes back;

In twenty-three races the prices would have been at least 30 per cent. under the official starting prices;

In a further forty-one races, the returns would have been less than the official starting prices.

"There were some races," they went on, "in which, beyond a stray pound or two, we did not lay the winner at all, and in such races as those no doubt the pari-mutuel returns would be the official starting prices, but the individuals backing those outsiders are few and far between, and their satisfaction at receiving long prices would not, we maintain, counter-balance the dissatisfaction of many backers of public form horses who would receive less than the starting price."

"A further point is that, under the private pari-mutuel plans which have been published, the backer will have to despatch telegrams, in order to reach their destinations, some time before the race. How can that be guaranteed? At present backers only require to hand in a telegram before the advertised time of the race."

"Disappointing Odds."

"A third point is that, in our view, the place odds which a private pari-mutuel will return will be disappointing. A backer wins if he backs a horse at 5 to 1 'each way' on official starting prices and it is placed, but on the other system he could easily lose, because there is no guarantee of what the place odds will be under a private pari-mutuel."

"We want to emphasise the fact that we do not think we are giving anything away to the public by our offer. We are fully convinced that if a man backed twelve winners at official starting prices he would receive more than if he had been paid the pari-mutuel odds plus the 10 per cent. we offer."

"Our meeting on Wednesday was unanimous. Other prominent firms are now being invited to join us. It must be understood that this scheme has not yet been broadcast to the trade, and we have no doubt that hundreds of bookmakers will join us when they learn our proposals."

"Our advice," they concluded more breezily, "is 'Don't be led away by the glitter. If you want to try the pari-mutuel system, don't leave us for the man across the street. Try it with the old firm, and have the same prices, plus 10 per cent.'"

RANGOON CLUB'S DERBY SWEEP.

RESULT OF THE DRAW.

For the information of those who purchased tickets in the Derby Sweep organised by the Central Club, Rangoon, we publish the following details of the numbers drawn:—

Name of Horses.	No. Drawn.	Nom de Plume.	Taken where Drawn.
Yeomanstown	63054	Shwe Kyi Nyo	Maulamyanigyun
Advocate	30042	Hluyan	Rangoon
Felstead	29741	Give First	Kyaukse
Constant Son	74668	Ahmed	Rangoon
Fairway	10014	Nyein Thwin	Maubin
Sunny Trace	48622	First Venture	Rangoon
Gang Warily	49356	Yadannabon	Tavoy
Royal Crusader	18100	Evelyn	Rangoon
Royal Minstrel	30791	Kyong Soutyan	Sing
Cyclone	32910	Kyan Phan Pauk	Wahlaouk Thok
Port Hole	70240	Allah	Huam Hui
Ranjit Singh	37932	Pharby and Joan	Calcutta
Luvaneva	47910	Aung Pa So	Danubyu
Black Watch	70221	To Take	Lauthamaing
Flamingo	70221	Finance	Meiktila
The Wheelbarrow	75237	Vinza	Rangoon
Fernkloof	75237	Sitka	Budge Budge
Camelford	75237	Deidye	Rangoon
Bubbles, II.	29116	Yeargemas Love	Rangoon
O'Curry	15637	Payba	Rangoon
Grange View	29244	Man Duck	Deidye
Scintillation	29244	Anglo Persian	Rangoon
Palais Royal, II.	67592	Yee-Me-Kwe	Toungoo
The Field	47358	A. Kihovayomir	Wakema



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This car provides also a buffet, men's smoking room, barber shop with men's shower, women's lounge with shower adjoining, a maid and valet.

An open observation car is added to this train thru the mountains in summer. Electrical operation gives passengers a ride free from smoke, soot and cinders.

No extra fare.



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CONSIGNEE NOTICES.

NORDEUTSCHER LLOYD, BREMEN.

THE Steamship "REMSCHIED" having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.

All Goods remaining undelivered after the 2nd of July, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m., on the 29th of June, 1928.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Counter-signature.

MELCHERS & CO., Agents.
NORDEUTSCHER LLOYD, BREMEN.
Hong Kong, 25th June, 1928. (6420)

PING PONG.

LADIES' ATHLETIC ASSOCIATION.

A ping-pong Championship tournament is being arranged for members of the Chung-Shen Ladies' Athletic Association. Mr. Ng Tai Ping, the President of the H.K. Ping-pong League, and Miss Violet Ng Ting Ting have respectively given a challenge shield and two silver cups for the successful winners of the tournament.

FIRST TEST MATCH.

ENGLAND'S GOOD START.

TYLDESLEY'S CENTURY.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 24th.

The First Test match between England and the West Indies tourist team opened in favourable weather at Lord's to-day.

Winning the toss, England batted first, and kept the visitors in the field all throughout the day. At the close of play eight wickets had fallen and England had scored 381 runs.

The innings was distinguished by a brilliant display by Ernest Tyldesley, the Lancashire professional, who made 122 runs.

CONSIGNEE NOTICES.

BRITISH INDIA S.S. CO., LTD.

FROM KOBÉ & MOJIL.

THE Steamship "TILAWA"

having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 2nd July, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns. MACKINNON, MACKENZIE & CO. Hong Kong, 25th June, 1928. (6418)

VEREENIGDE NEDERLANDS-CHE SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN & GENOA.

THE Steamship "OOSTERK"

having arrived from the above Ports, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by the 30th June 1928, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 29th June, 1928, at 10 a.m., by Messrs. Goddard and Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever. Bills of Lading will be counter-signed by JAVA-CHINA-JAPAN LIJN, General Agents.
Hong Kong, 22nd June, 1928. (6417)

THE "PSYCHIC HEALER" CURES GASTRITIS.

"I must congratulate myself for having called on the 'PSYCHIC HEALER' at his immediate arrival at Hong Kong, in regard to my wife's illness, from which she was suffering for the last 3 years and which the doctors diagnosed as Gastritis. My efforts were all in vain, though I left no doctor untried and I thought her end was approaching nearer."

The "PSYCHIC HEALER" gave me some 'TAVISES' or Talismans, which she used according to his directions. They brought phenomenal results and cured her in a very short time.

I deem it my duty to proclaim that here is the "PSYCHIC HEALER" who practically resurrected my wife from her untimely grave."

(Sd.) ABBASKHAN, Proprietor, Abbas & Co., 81, Hollywood Road.

1. If you wish to know anything about your future correctly.
2. If you are in mental or physical sufferings or the victim of diseases.
3. If you wish to see or to have a photo of your relative dead or living abroad.

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N.B.—We demonstrate Item No. 1. Only to our patients and that free of charge.

Waiting hours from 10 a.m. to 1 p.m. and from 3 p.m. to 7 p.m.

THE SECRETARY.

SAVOY HOTEL, Hong Kong, Rooms No. 38 and 39. (6411)

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, RANGOON, PENANG AND SINGAPORE.

THE Steamship "TALANBA"

having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 25th June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns. A Protest has been noted by the Master. MACKINNON, MACKENZIE & CO. Hong Kong, 18th June, 1928. (6393)

CONSIGNEES NOT

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON & STRAITS.

The Steamship "BENVRAKIE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th proximo, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., Ltd., Agents.
Hong Kong, 20th June, 1928. (6399)

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "RHEIN"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th June, 1928, will be subject to Rent.

All broken, chaf



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To Manila

Pres. McKinley ... July 3rd, 6 p.m. Pres. Lincoln ... July 21st, 6 p.m.
Pres. Jefferson ... July 7th, 6 p.m. Pres. Cleveland ... July 31st, 6 p.m.
Pres. Grant ... July 17th, 6 p.m. Pres. Madison ... Aug. 4th, 6 p.m.

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M. VENISELOS "COMES BACK."

THE STRONG MAN OF
GREECE.

PRESERVING THE REPUBLIC.

ROYALIST HOPES.

Sir Percival Phillips, writing in the *Daily Mail* gives the following account of the recent Ministerial crisis in Greece and the dramatic return to power of that great Greek statesman M. Veniseelos of whom an interesting pen portrait is given. Sir Percival writes as follows:—

ATHENS.
M. Veniseelos is again the strong man of Greece. His political resurrection has surprised some of his friends and discomfited all his enemies.

No statesman could have had a greater triumph than M. Veniseelos has had. He has come back after eight years in obscurity a little thinner and with his beard and moustache snow white, but with his eyes behind their gold-rimmed glasses flashing the same fire and his decisive gestures proving that although—as he admitted to me a little sadly—he is 64 he has lost none of that energy which his opponents find so disconcerting.

GRAVE ISSUES.

He has won his first victory in inducing the Coalition Government to remain in power. When M. Cafandaris, the Finance Minister, resigned the leadership of the Liberal Party, pique because his followers were turning more and more to M. Veniseelos for advice, his brother Ministers decided to resign.

M. Cafandaris declared that he would form his own "Progressive" Party with a nucleus consisting of some 25 deputies, who agreed to follow him into the wilderness.

Several grave issues were raised and during the past three days many anxious conferences of the party leaders have been held.

M. Veniseelos remained imperturbable, and to all his callers kept repeating that it was unnecessary that the Cabinet should resign. He has gained his point.

The Cabinet will continue to function with the support of all parties until the creation of the Senate and Council of State provided for by the new Constitution. These measures, which must be completed by June 2nd, M. Veniseelos considers to be essential to the solidity of the Republic. Then Parliament will be prorogued until October, and the various factions will be at liberty to follow their own leaders in future political issues.

M. Veniseelos's Statement.

M. Veniseelos was the most sought-after man in Athens when I called on him at the residence of M. Roussos, one of his relatives, in University-street, where a queue of eager visitors was waiting at the entrance to the courtyard. I found him with his five-year-old grandson, who was reluctant to leave him while he talked to me. "Why have I come back?" he repeated. "Because the Liberal Party was left leaderless by the resignation of M. Cafandaris and the security of the Republic, founded four years ago, is not yet fully established."

"I have come back on the wishes of my friends and against my own desire not to re-enter public life, but I consider it my duty to my country."

"The Government crisis provoked by the resignation of M. Cafandaris was not necessary. From the first I made it clear to M. Cafandaris that he had no reason to retire, because the Liberals would support him fully and loyally in the completion of his work under the Coalition Government. But he replied that since he had ceased to be the chief of the strongest party in Parliament he could not continue."

"At the end of ten days my advice has been taken, and the same Government will carry through the measures for the creation of the Senate and the Council of State."

"You must remember that although the plebiscite gave a majority of more than 300,000 in favour of a republic, the Royalist parties are still active. They have taken the oath of allegiance to the Republic in Parliament, but with reservations, and even when entering the Government they have made it clear in the same way that they only recognise the Republican régime under protest."

Uncertainty in Army.

"This has caused profound uneasiness throughout the country, particularly in the ranks of the Army, where fears have been expressed of another attempt at a coup d'état. That is why there are rumours abroad of new Royalist plots."

"The Republic must be put on a sound basis. The Royalist Press continues to declare that King George II. will come back."

"That is why I have come back," added M. Veniseelos with a grim smile. "I am here because the strongest political party in the country—the Liberals—must not be allowed to disintegrate. It is our counterbalance against subversive elements, and if we relaxed our vigilance there would be a danger of the Royalists trying seriously to interfere in important political questions."

MAN SEIZED BY PYTHON.

SNAKE PARK CURATOR'S
STRUGGLE.

ADELAIDE.
A large non-venomous python seized the face of the curator, Mr. Knapp, while he was giving a demonstration in the snake park before a large crowd.

Mr. Knapp put his foot on the reptile's tail when he observed that it was going to constrict, but he was unable to overcome it and the park director and others rushed to his assistance.

Only when a stick was forced between its jaws, nearly breaking them, did the python release its grip.

The curator was taken to hospital, but returned half an hour later none the worse.

vigilance there would be a danger of the Royalists trying seriously to interfere in important political questions."

"So after eight years of peaceful life, far from the strife of politics, I considered it my duty to return. The Royalists hate me. They know me as an unpleasant enemy, and a strong one, and they are very angry."

Plebiscite Refused.

"Our most urgent need is peace. I hastened to propose to them that if they would recognise the Republic and agree loyally to uphold it I would abandon not only the leadership of the Liberal Party, but I would also leave the country to live permanently abroad."

"I said: 'Let us make peace, regardless of any personal victory for myself. We have had years of confusion and strife.' They refused."

Then M. Papanastasiou, leader of the Republican Unionist Party, after seeing me proposed to the Royalists to agree to a plebiscite under the fairest possible conditions and let the nation decide again, as it did before, which form of Government it would live under, and so settle once and for all this question. Again they refused.

"What else can I do? I am glad the Government has agreed to remain in office. In promising to support them the various parties are not binding themselves further than the prerogative of Parliament, by which time the Senate and Council of State will be established and certain urgent financial measures passed."

Lesson For Royalists.

"I think my return will make the Royalists more discreet. They realise that any further agitation would only precipitate a general election—and they don't want an election when I am head of the Liberal Party," observed M. Veniseelos dryly.

"One last word as to the Royalist claims," he added. "There is no chance whatever of a legal restoration of the monarchy. It could only come by force. People are satisfied with the Republic. Let the Royalists realise that fact and submit to it or agree to a plebiscite. Nothing could be more fair than that."

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Hong Kong, 25th June, 1928. [6415]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 25th.

Previous On Date On Date
Day at at at
at 2 p.m. 6 a.m. 2 p.m.

Barometer... 29.59 29.63 29.65
Temperature... 82 80 86
Humidity... 88 87 75

Wind—
Direction E SE S
Force 2 2 2
Weather OP O C
Rain 0.63 0.00 0.52

Highest open-air Temperature, 94th: 84
Lowest open-air Temperature, 25th: 79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 26th to July 2nd, 1928.

High Water. Low Water.

Days of Week	Date of Month	Hong Kong Time	Height	Hong Kong Standard Time	Height
Tues.	26	h. m.	h. m.	h. m.	h. m.
		5 39	4 8	10 58	8 8
Wed.	27	6 12	5 2	0 23	3 2
		6 6	4 3	11 35	2 7
Thur.	28	6 35	5 6	1 23	2 7
		7 14	4 1		
Fri.	29	7 12	5 0	0 11	2 7
		8 13	4 0	2 6	2 1
Sat.	30	7 24	5 3	0 46	3 8
		8 4	3 9	2 44	1 6
Sun.	1	7 47	6 7	1 21	3 0
		8 55	5 9	3 20	1 2
Mon.	2	8 13	7 1	1 55	3 1
		10 40	3 9	3 55	0 8

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S.S. "VARDIA" due here on or about the 27th July
M.V. "HEIDELBERG" due here on or about the 7th Aug.
S.S. "SOEBBER" due here on or about the 22nd Aug.

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M.V. "RHEIN" sailing from here on or about the 28th July
S.S. "OLDENBURG" sailing from here on or about the 15th Aug.
S.S. "SAARLAND" sailing from here on or about the 26th Aug.
M.V. "HEIDELBERG" sailing from here on or about the 4th Sept.
M.V. "RHEINLAND" sailing from here on or about the 18th Sept.

† Calling also at Amsterdam.
‡ Calling also at Marseilles.

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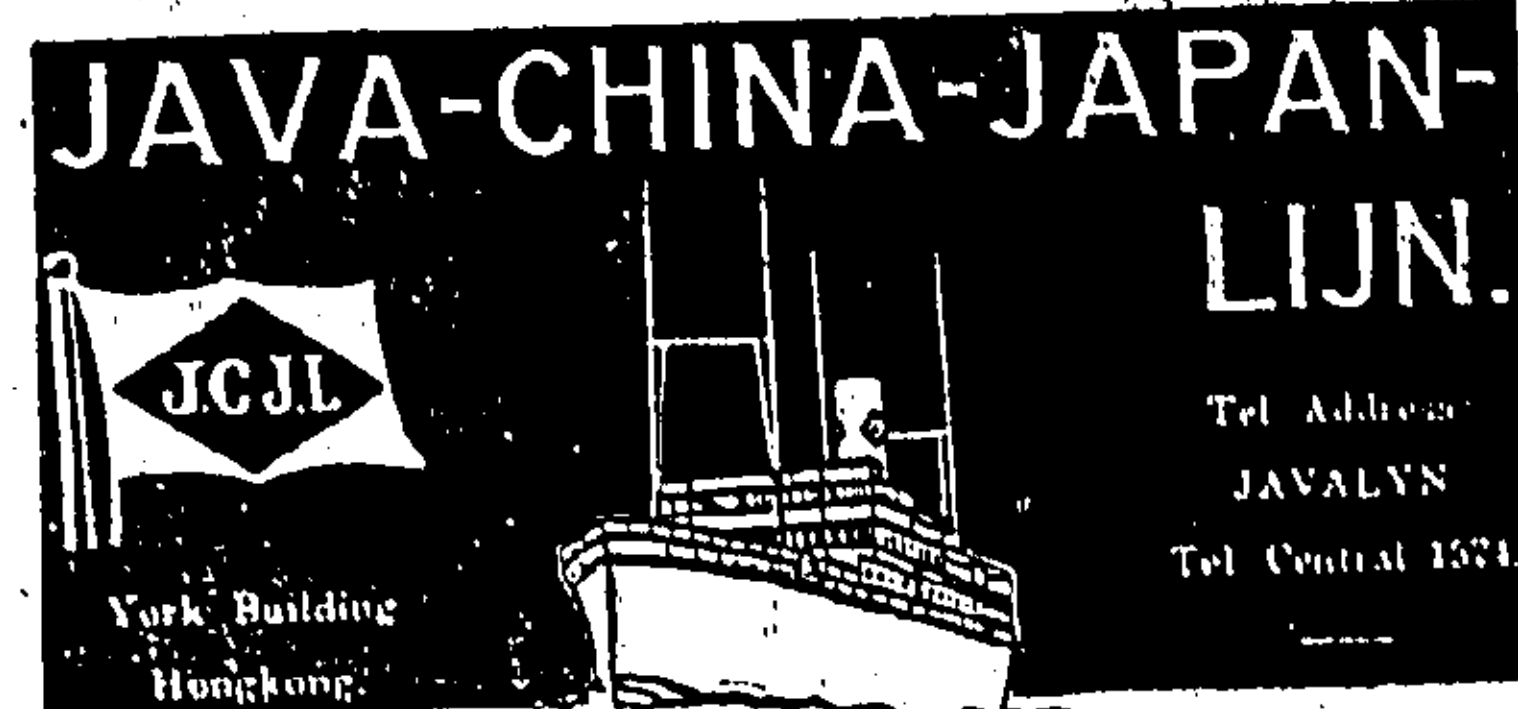
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SOUTH BOUND.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKARANG	AMOT, K'LUNG, & S'HAL	In Port	27th June, 4 p.m.	BATAVIA
TJISALAK	AMOT, DALNY	2nd July	4th July, 4 p.m.	MAKASSAR, SOERABAYA, BATAVIA
TJISAROEK	AMOT, K'LUNG, & S'HAL	9th July	11th July, 4 p.m.	BATAVIA
TJITAROEM	AMOT, DALNY	16th July	18th July, 4 p.m.	BATAVIA
TJISONDARI	AMOT, K'LUNG, & S'HAL	23rd July	25th July, 4 p.m.	BATAVIA

NORTH BOUND.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILEBOET	MAKASSAR, JAVA	28th June	3rd July	AMOT, N. CHINA
TJISONDARI	BATAVIA	5th July	8th July	AMOT, SHANGHAI, KEELUNG, AMOT, N. CHINA
TJIKINI	MAKASSAR, JAVA	16th July	18th July	AMOT, SHANGHAI, KEELUNG, AMOT, N. CHINA
TJIKEMBANG	BATAVIA	19th July	22nd July	AMOT, SHANGHAI, KEELUNG, AMOT, N. CHINA
TJIMANOEK	MAKASSAR, JAVA	30th July	1st Aug.	AMOT, N. CHINA

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M.V. "ROMOLO" ... Sails on/or about 21st Aug.

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SHANGHAI	"YUNNAN"	On 27th June	4 p.m.
SWATOW & SHANGHAI	"LINAN"	On 28th June	Noon
SHANGHAI & TIENTSIN	"SOOCHOW"	On 30th June	4 p.m.
AMOI, SWATOW, SINGAPORE & BANGKOK	"KWANGTUNG"	On 1st July	6 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 1st July	1 p.m.
SWATOW, SHANGHAI, NEW CHWAN & DALMY	"LIANGCHOW"	On 2nd July	Noon
AMOI, SHANGHAI & TIENTSIN	"SINKIANG"	On 2nd July	6 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 4th July	4 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 5th July	10 a.m.
SWATOW & SHANGHAI	"CHENAN"	On 5th July	Noon
SHANGHAI & TIENTSIN	"SZECHUEN"	On 7th July	6 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 8th July	9 a.m.
SWATOW & BANGKOK	"KAYING"	On 8th July	1 p.m.
SWATOW, SHANGHAI, NEW CHWAN & DALMY	"LUCHOW"	On 9th July	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 18th July	6 a.m.

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S.S. "CITY OF OSAKA"	Via Suez Canal	13th July
S.S. "DARDANUS"	Via Suez Canal	27th July
S.S. "CITY OF EVANSVILLE"	Via Suez Canal	10th August
S.S. "LYAON"	Via Suez Canal	24th August

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CHEVONOEUX ... 31st July	CHEVONOEUX ... 31st July
PORTHOUS ... 14th Aug.	PORTHOUS ... 14th Aug.

From Dunkirk, Antwerp, London	For Marseilles
LT. ST. LOUBERT ... 22nd July	SPHINX ... 3rd July
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	PAUL LEOAT ... 31st July
	ANDRE LEBON ... 14th Aug.

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Shipping News Arrivals and Departures, etc.

ARRIVALS.

PASSENGERS.

CLEARANCES.

June 24th.

Arrivals.

June 25th.

Kwong Sang, British str., 1,423 tons, Capt. A. D. Kelman, from Canton, with a general cargo, lying at buoy No. B32—Jardine, Matheson & Co.

Tak Hing, Chinese str., 103 tons, Capt. Lo Shau, from Antau, with a general cargo, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

Tikkarang, Dutch str., 6,084 tons, Capt. P. Hopman, from Shanghai and Amoy, with a general cargo, lying at buoy No. A5—J.C.J.L.

West Idip, American str., 3,573 tons, Capt. A. J. Larson, from San Francisco and Manila. The latter port she left on June 21st, with rope, fish and hemp, lying at buoy No. A27—Swaine & Hoyt Inc.

June 25th.

Atsuta Maru, Japanese str., 7,082 tons, Capt. N. Narui, from London via Singapore. The latter port she left on June 20th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Daihachi Maru, Japanese str., 2,423 tons, Capt. M. Hashimoto, from Dairen, which port she left on June 18th, with coal and fish, lying at buoy No. B50—M.B.K.

Empress of Russia, British str., 9,790 tons, Capt. A. J. Hosken, from Vancouver, via Japan ports and Shanghai. The first mentioned port she left on June 7th, with a general cargo, lying at Kowloon Wharf—C.P.R.

Kiangsu, British str., 1,555 tons, Capt. C. Isbister, from Bangkok and Swatow, with a general cargo, lying at buoy No. B13—B. & S.

Lyceum, British str., 1,734 tons, Capt. E. Holmes, from Saigon, which port she left on June 20th, with rice and general cargo, lying at buoy No. A10—Wo Fat Shing.

Norviken, Norwegian str., 1,779 tons, Capt. Jensen, from Singapore, which port she left on June 19th, with a general cargo, lying at buoy No. B23.

President Jackson, American str., 8,377 tons, Capt. W. O. Kohlmeister, from Manila, which port she left on June 23rd, with 227 tons of general cargo for Hong Kong, and 2,203 tons in transit, lying at Kowloon Wharf—A.M.L.

Seigo Maru, Japanese str., 4,470 tons, Capt. I. Nakamura, from Singapore, which port she left on June 19th, with a general cargo, lying at buoy No. A24—N.Y.K.

Shantung, British str., 1,568 tons, Capt. W. T. Hodge, from Canton, with a general cargo, lying at buoy No. B9—B. & S.

Yingchow, British str., 1,216 tons, Capt. A. Bathurst, from Canton, with a general cargo, lying at buoy No. C37—B. & S.

Yuan Jeng, Chinese str., 906 tons, Capt. J. Miller, from Saigon, which port she left on June 20th, with a general cargo, lying at buoy No. C10—Yuen Shing Fat.

The following passengers arrived on June 25th by the *Empress of Russia*:—Mr. C. J. Barwick, Mr. F. Barber, Mr. W. J. Caldwell, Mr. Y. Y. Chen, Mr. K. Chen, Mr. J. K. Choy, Mr. P. C. Chen, Mr. and Mrs. L. T. Chen, Mr. C. W. Chan, Mr. T. Cheung, Mrs. P. S. Cheung, Miss May Chang, Miss Chan, Capt. A. W. Davison, Rev. and Mrs. P. A. Eakin, Miss L. A. Eakin, Miss E. R. Eakin, Mr. F. Edmondson, Mr. C. Y. Fong, Miss N. H. Gray, Mr. and Mrs. A. Holder, Mr. L. M. Hand, Mr. Ip Ping Lan, Mr. Ip Wing Cho, Sir E. Kadoorie, Mr. L. Kadoorie, Mr. A. R. Kepler, Mr. and Mrs. P. C. Ling and two children, Mrs. T. C. Ling, Mr. M. S. Liu, Mr. and Mrs. Y. S. Loo, Miss Loo (two), Mr. S. H. Mo, Mr. W. N. Ng, Mr. and Mrs. C. Reich, Mr. H. W. Ray, Mr. H. Scanlon, Dr. and Mrs. R. W. Shearman, Mr. K. W. Shearman, Mr. Ed. Stone, Miss R. Stewart, Mr. Y. C. Shaw, Mrs. W. Shewan, Mr. W. Schmidt, Miss W. L. Taylor, Mrs. V. Thompson and five children, Mr. C. A. Vogt, Miss A. C. Valpied, Miss D. E. Willis, Mr. S. M. Wang, Mr. C. F. Wang, Mr. C. S. Chan, Mr. H. Chen, Mr. C. S. J. Conroy, Mr. Y. C. Chan, Miss L. Chung, Mr. H. Chung, Mrs. L. Chang, Master Chang, Mr. Y. F. Chen, Mr. W. C. Chao, Mr. Chin Fin Kong, Mr. K. T. Chung, Mr. Chan Sun, Mr. H. Chow, Mr. and Mrs. S. K. Chu, Mr. T. T. Choy, Miss S. Choy, Mr. G. Chue, Mr. H. M. Chang, Mr. C. C. Chen, Miss Y. Y. Chen, Mr. M. K. Chao, Mr. M. K. Chang, Mr. and Mrs. K. Chung, Mr. C. Chen, Mr. Hsi Chu Chan, Mr. and Mrs. S. L. Chan, Mr. Robert Der, Miss M. R. Edwards, Mr. W. K. Fong, Miss E. G. Foot, Mr. V. T. H. Firth, Mr. W. J. Grant, Mr. G. H. Gray, Mr. and Mrs. W. G. Ming and two children, Mrs. Gock and two children, Mr. Gock S. Chang, Master G. Ho, Mr. S. W. Ko, Mr. Ko Yea Woon, Mr. W. P. Kam.

The following cabin passengers arrived on June 25th by the s.s. *President Jackson*, from Manila:—For Hong Kong: Miss L. Champion, Mr. W. D. Cashel, Mr. Dy Feng Jo, Master D. Dy Feng, Miss E. E. Elliott, Mr. S. Geson, Mrs. S. L. Hong, Mr. Ho Koon, Mrs. R. A. Joffray, Mr. S. Kaneko, Mr. Leong Chick Loong, Mrs. R. S. Milton, Mrs. B. McNelis, Mrs. R. Manissa, Master M. Manissa, Mr. Ng Su Tian, Mr. and Mrs. J. J. Price, Mr. A. Ramos, Mr. and Mrs. G. W. C. Sharp, Hon. Juan Sumulong, Master Juan Sumulong, Jr., Mr. E. H. Trice, Mr. Yu Maye. Among passengers passing through were: Mr. W. W. Brotherton, Mrs. W. M. Downes, Miss E. Jones, Mrs. R. Hain, Mr. P. E. Jones, Mr. M. la Voy, Mr. G. E. Shekleton, Father Pedro, Mr. Zunarren, for Shanghai, Mr. A. Matsumoto, for Kobe, Mr. Charles Feltman, Mr. Edna Feltman, Master Leonard Feltman, for Yokohama; Mrs. A. A. Bryan, Mr. S. Heelha, Mr. Wm. L. Moran, Mr. G. W. Parsons, Mrs. Grace Parsons, Mr. Geo. Reindel, Lt. James M. Ross, Mrs. Bernice T. Ross, Mr. P. Co. Smith, Capt. Isaac Yates, Mrs. Clarice Yates, Miss Clarice B. Yates, Miss Phyllis Yates, for Seattle.

(Continued on next Column).

Atsuta Maru, for Shanghai, *Daihachi Maru* No. 5, for Saigon, *Hop Sang*, for Canton, *Hydrangea*, for Swatow, *Korea Maru*, for Keelung, *Kyo Maru*, for Keelung, *Kwangtai*, for Shanghai, *Mainag*, for Singapore, *Norviken*, for Swatow, *President Jackson*, for Shanghai, *Seigo Maru*, for Kobe, *Shantung*, for Amoy, *Shin Eung*, for Macao, *Soon Ann*, for Hoihow, *Tai Lee No. 1*, for Haiphong, *Vimale*, for Saigon, *Yunnan*, for Canton, *Yingchow*, for Swatow.

MERCHANT SHIPS IN PORT.

The following vessels were in port yesterday:—

British: *Yunnan*, *Telemachus*, *Hydrangea*, *Haiching*, *Shantung*, *Ling Chow*, *Hop Sang*, *Kwong Sang*, *Fai Shing*, *Chinhua*, *Hin Sang*, *Haidi*, *Rupel*, *Taikeo*, *Pheumphen*, *Kwangee*, *Kwangtung*, *Hai Yang*, *Gorgiaten*, *Sumatra*, *City of Bedford*.

American: *President Jackson*, *West Idip*.

Norwegian: *Srale*, *Maud*, *Solvik*, *Vestland*.

Portuguese: *Kong On*, *King On*.

French: *Bourbon*.

Japanese: *Atsuta Maru*, *Daihachi Maru*, *Sagara Maru*, *Koyo Maru*.

Chinese: *Chung Kong*, *Soon Ann*, *Piranang*, *Mao Lee*, *Fuan Lee*, *Kwong Tai*, *Chuan Chow*, *Shan Chik*, *Tai Lee No. 1*, *Sun Sai Kai*, *Pao Yee*, *Yan On*, *Huach Ching*, *Hung Chow*, *Tejo*, *Haimun*, *Gr. H. Knox*, *Man Sun*.

Dutch: *Tikkarang*, *Fulcanus*, *Hong Kong*, *Jen*, *Hankow*, *Otto*.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.40 a.m.	7.11 p.m.
To-morrow	5.41 "	7.11 "
Thursday	5.51 "	7.11 "

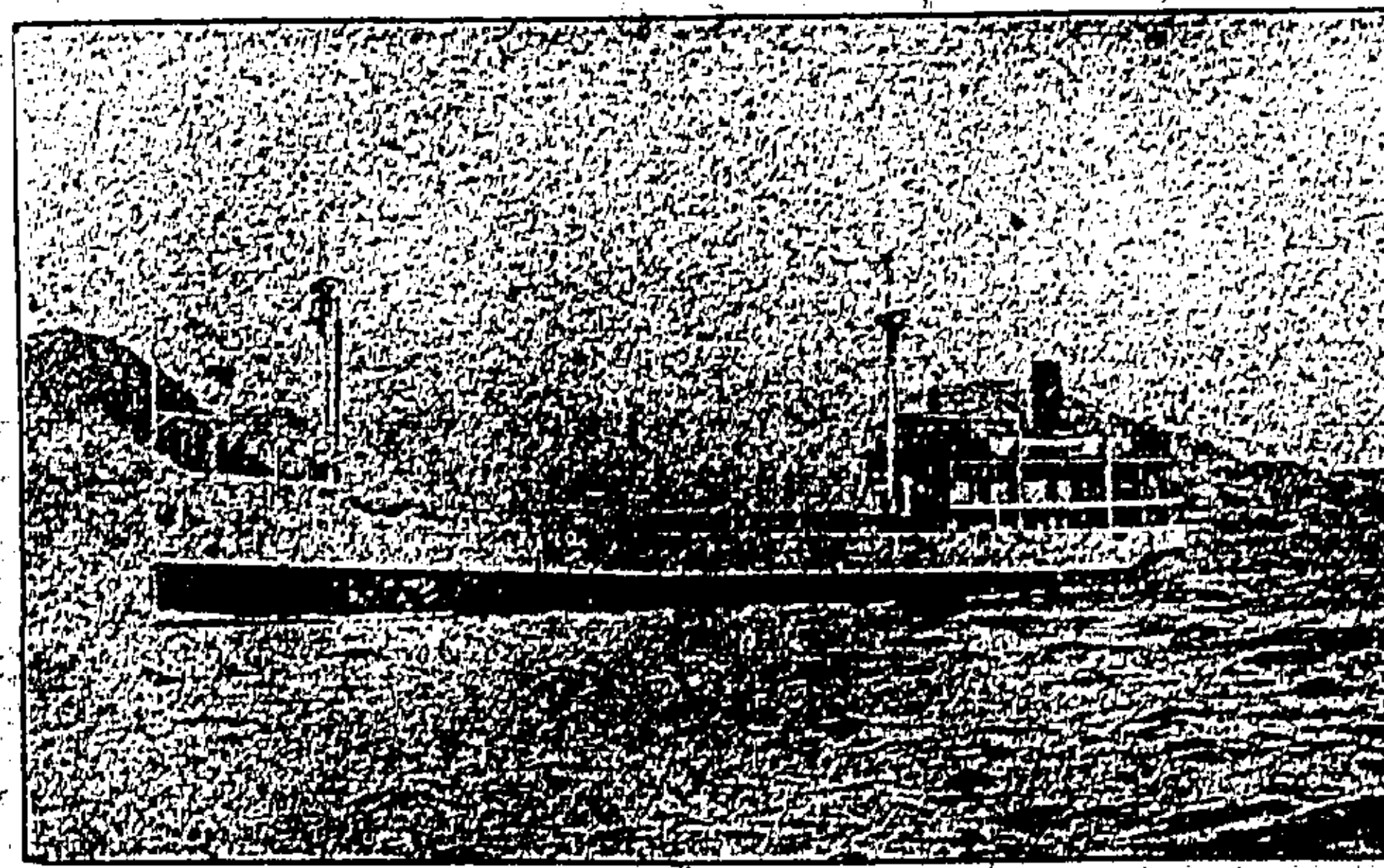
The following cabin passengers arrived on June 25th by the s.s. *President Jackson*, from Manila:—For Hong Kong: Miss L. Champion, Mr. W. D. Cashel, Mr. Dy Feng Jo, Master D. Dy Feng, Miss E. E. Elliott, Mr. S. Geson, Mrs. S. L. Hong, Mr. Ho Koon, Mrs. R. A. Joffray, Mr. S. Kaneko, Mr. Leong Chick Loong, Mrs. R. S. Milton, Mrs. B. McNelis, Mrs. R. Manissa, Master M. Manissa, Mr. Ng Su Tian, Mr. and Mrs. J. J. Price, Mr. A. Ramos, Mr. and Mrs. G. W. C. Sharp, Hon. Juan Sumulong, Master Juan Sumulong, Jr., Mr. E. H. Trice, Mr. Yu Maye. Among passengers passing through were: Mr. W. W. Brotherton, Mrs. W. M. Downes, Miss E. Jones, Mrs. R. Hain, Mr. P. E. Jones, Mr. M. la Voy, Mr. G. E. Shekleton, Father Pedro, Mr. Zunarren, for Shanghai, Mr. A. Matsumoto, for Kobe, Mr. Charles Feltman, Mr. Edna Feltman, Master Leonard Feltman, for Yokohama; Mrs. A. A. Bryan, Mr. S. Heelha, Mr. Wm. L. Moran, Mr. G. W. Parsons, Mrs. Grace Parsons, Mr. Geo. Reindel, Lt. James M. Ross, Mrs. Bernice T. Ross, Mr. P. Co. Smith, Capt. Isaac Yates, Mrs. Clarice Yates, Miss Clarice B. Yates, Miss Phyllis Yates, for Seattle.

(Continued on next Column).

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
 Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



TWIN SCREW MOTOR VESSEL "PALAWAN."

Built and Motors installed by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of Mr. M. J. OSSORIO, Manila, for service in the Philippines.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.L.N.A., KOWLOON DOCK HONG KONG.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wed., 27th June, at Noon
	"HOP SANG"	Sun., 1st July, at Noon
	"KWAISANG"	Wed., 4th July, at Noon
	"HANGSANG"	Sun., 8th July, at Noon
OSAKA via AMOI, MOJI & KOBE	"FOOKSANG"	Fri., 6th July, at 7 a.m.
OSAKA via AMOI, S'HAL, MOJI & KOBE	"HOSANG"	Fri., 13th July, at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUTSANG"	Fri., 20th July, at 7 a.m.
CANTON	"KWAISANG"	Thurs., 26th June, at 8 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Tues., 3rd July, at 3 p.m.
SINGAPORE	"SUISANG"	Wed., 4th July, at 3 p.m.
SANDAKAN	"RINSANG"	Thurs., 26th June, at 10 a.m.
TIENTSIN	"CHIPSHING"	Sun., 1st July, at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
 GENERAL MANAGERS.
 TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "PEMBROKESHIRE"	(via Oran)	13th July
Steamship "GLEN SHANE"	(via Oran)	10th Aug.
Motor Vessel "GLEN OGLE"	(via Oran)	7th Sept.
Steamship "CARMARTHENSIRE"	(via Oran)	6th Oct.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLEN SHANE"	...	29th June
Steamship "CARDIGANSHIRE"	...	13th July
Motor Vessel "GLEN OGLE"	...	20th July
Motor Vessel "GLENAMOI"	...	10th Aug.
Steamship "CARMARTHENSIRE"	...	20th Aug.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.
 AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON:

Cabin class ... £80. Intermediate class ... £48.

NEXT SAILINGS TO EUROPE:—

Pass. S.S. "SAARBRUECKEN"	departure 30th June
Freight S.S. "Ilmar"	departure 11th July
Pass. S.S. "COBLENZ"	departure 28th July
Freight S.S. "Grandon"	departure 11th August
Pass. M.S. "FULDA"	departure 24th August
Freight S.S. "Ludwigshafen"	departure 31st August

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
 Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

◀ Through Bills of Lading issued to all parts of the world. ▶

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)
 JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class ... £75.00. Intermediate class ... £45.00.

Pass. S.S. "COBLENZ"	due here 2nd July
Freight S.S. "Ludwigshafen"	due here 13th July
Pass. M.S. "FULDA"	due here 30th July
Freight S.S. "Oder"	due here 13th August

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 4537. 3, Charter Road. Queen's Building

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAICHING	Tuesday,	the 26th June, at 3 p.m.
HAICHONG	Friday,	the 29th June, at 3 p.m.
HAINING	Tuesday,	the 3rd July, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
 General Managers

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPERESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPERESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPERESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPERESS OF CANADA	Oct. 6	Oct. 9	Oct. 12	Oct. 14	Oct. 23
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF CANADA	Nov. 29	Dec. 1	Dec. 4	Dec. 6	Dec. 15

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE

£120: First class throughout.
£112: First class Pacific and rail, Cabin class Atlantic.
£83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
June 27	June 29	EMPERESS OF RUSSIA	June 29
July 10	July 12	EMPERESS OF ASIA	July 13

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES
PAYABLE THE WORLD OVER
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
(£120, £112, £110, £102, £83; via SAN FRANCISCO.
£140, £130 via JAPAN and SEATTLE.)

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
KOREA MARU (Call Keelung) ... Tuesday, 30th June
SHINYO MARU ... Tuesday, 10th July
SIBERIA MARU ... Tuesday, 24th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

HABUMA MARU ... Saturday, 30th June
KAMO MARU ... Saturday, 14th July
KATORI MARU ... Saturday, 28th July

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... Wednesday, 25th July
MISHIMA MARU ... Wednesday, 32nd Aug.

BOMBAY via Singapore, Penang & Colombo.
GENOA MARU ... Wednesday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 19th July
SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

KAMAKURA MARU ... Thursday, 12th July
NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Wednesday, 4th July
LIVERPOOL via Port Said, Genoa & Marseilles.

DURBAN MARU ... Tuesday, 10th July
CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Saturday, 30th June
NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 20th July
SHANGHAI, KOBE & YOKOHAMA.

ATSUTA MARU ... Tuesday, 26th June
MATSUYE MARU ... Tuesday, 26th June

TOTTORI MARU (Moji direct) ... Sunday, 1st July
† Cargo only.

Subject to alteration without notice.
For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone Central No. 292 (Private exchanges to all Dept.).

A HOLIDAY IN INDO-CHINA

SPECIAL CHEAP TRIPS TO SAIGON

These vessels, fitted with all latest modern improvements, are being placed on
the HONG KONG-SAIGON run, and will take first-class passengers
at specially reduced fares for a holiday in the fascinating territory of
Indo-China.

RETURN TRIP - 17 DAYS

9 to 10 Days on Shore.

FARES: A DECK—Return ... \$100.
B DECK—Return ... \$90.

Indo-China offers many attractions for a short holiday.
The Ruins of Angkor are one of the Seven Wonders of the World.
Splendid Big Game Shooting.

Passenger Agents: THOS. COOK & SON, LTD.
FREDERICK STREET.

For further particulars apply to

WO FAT SING.

Telephone C. 5.

81, Wing Lok Street.

[6138]

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

VERY LOW IMPORTS.

27,000 TONS OF THROUGH CARGO.

With eleven arrivals and seven-
teen departures general cargo for
Hong Kong was very much below
average. Through cargo, however,
increased over the previous day's
figures and there was an average of
over 3,000 tons per vessel. British
cargo returns were very poor,
Japanese vessels being the best
carriers.

Local imports discharged from
seven vessels totalled 3,233 tons,
and only one British ship had 534
tons. The best return was by the
s.s. *Daiyusha Maru* No. 5 from
Dairen with 1,245 tons of coal. The
next best carrier was also a
Japanese vessel from Middlesboro
and Singapore with 907 tons.

Nine vessels carried a fine total
of 27,338 tons for ports beyond, and
four British ships contributed 808
tons. The s.s. *Atsuta Maru* from
Middlesboro and Singapore was
best carrier with 6,103 tons of
general cargo, followed by the s.s.
West Lillip (American) from San
Francisco and Manila.

The arrivals and departures dur-
ing the period under review were
as follows:—

	Arr.	Dep.
British	4	4
American	2	1
Dutch	1	1
Japanese	2	3
Chinese	2	2
French	0	3
Italian	0	1
German	0	1
Norwegian	0	1
Total	11	17

VESSELS EXPECTED.

American Mail Line.
President McKinley, July 2nd.

Australian-Oriental Line.
Taiping, July 10th.

Bank Line.
City of Peking, July 7th.

City of Osaka, July 13th.

City of Evansville, July 20th.

City of Kharlamov, August 4th.

City of Halifax, August 17th.

City of Khio, September 1st.

City of Lincoln, September 14th.

City of Glasgow, September 29th.

City of Eastbourne, October 10th.

Ben Line.
Henarty, June 30th.

British-India and Apeal Line.
Takada, July 3rd.

Takamba, July 8th.

Takama, July 9th.

Takima, July 10th.

Santhia, July 20th.

Canadian Pacific Line.
Empress of Asia, July 9th.

Doddwell & Co.
Viminale, to-day.

East Asiatic Co., Copenhagen.
Peru, July 6th.

Danmark, July 12th.

Siam, July 20th.

Java, July 22nd.

Dollar Steamship Line.
President Polk, June 30th.

Eastern and Australian Lines.
St. Albans, June 28th.

Arafura, July 9th.

Tanda, August 6th.

Blue Tunnel Line.

Diomed, to-day.

Atreus, to-morrow.

Antiochus, June 30th.

Glancus, June 29th.

Helenus, July 3rd.

Philoteus, July 8th.

Lycan, July 10th.

Hector, July 11th.

Ningchow, July 16th.

Rhezenor, July 20th.

Achilles, July 21st.

Taithybius, July 24th.

Theraps, July 25th.

Dardanus, July 27th.

Aeneas, July 30th.

Hellerophon, August 6th.

Perseus, August 8th.

Calchus, August 11th.

Teucer, August 14th.

Alcedon, August 17th.

Alpenor, August 23rd.

Sarpedon, August 23rd.

Lydareus, September 2nd.

Orontes, September 5th.

Eurylochus, September 6th.

Menelaus, September 14th.

Mochoon, September 19th.

Patroclus, September 20th.

Ataganax, September 29th.

Matoppos, September 29th.

Adrastus, October 17th.

Antenor, October 18th.

Glen Line.
Glenahane, June 29th.

Cardiganhire, July 13th.

Pembrokehire, July 13th.

Glenogle, July 20th.

Glenamoy, August 10th.

Carmarthenshire, August 20th.

Hamburg-America Line and
Hugo Blumfeldt Line.

Oldenburg, July 7th.

Saarland, July 10th.

Uarda, July 27th.

Heidelberg, August 7th.

Scheer, August 22nd.

Java-China-Japan Line.
Tjileboet, July 2nd.

Jinalak, July 2nd.

Tjiondori, July 5th.

Tjiondora, July 9th.

Tjiondi, July 16th.

Tjiondoem, July 16th.

Tjionkang, July 19th.

Messageries Maritimes.
Paul Lezat, July 3rd.

Sphinx, July 3rd.

Andre Lebon, July 17th.

St. Louis-Ble, July 17th.

Chenonceau, July 31st.

Portnos, August 14th.

DAILY WATERFRONT NEWS.

S.S. "REMSCHIED."

[BY LONGSHOREMAN.]

Messrs. Melchers & Co., the local
agents, kindly send us the follow-
ing particulars of the North Ger-
man Lloyd steamer *Remscheid*
which arrived yesterday after-
noon and sails this afternoon. The
vessel has sailed under three other
names, viz.: *Cumbrian Queen*, *Mari-
time* and *Walden* and this is
her first voyage under the flag of
the Norddeutscher Lloyd, Bremen.

The vessel was built in 1917 by
Flensburger Schiffbau Ges., Flens-
burg and her dimensions are:
Gross Tonnage, 3,854; Net Tonnage,
3,673; Length in feet, 450.0;
Breadth in feet, 35.1; Depth in feet,
20.9; D. W. Capacity, 9,400 tons.
The ship has 7 hatches and 17
winches. She is under "first class"
classification at Lloyd's.

Captain Carl Mencken is in
command. Carrying Cargo.
The Chinese master of a passen-
ger boat appeared before the
Marine Court yesterday on a
charge of committing a breach of
his passenger boat licence by carry-
ing sheet iron and triangular bars.
The defendant pleaded guilty and
a fine of \$5 with the alternative
of five days' hard labour by the
Marine Magistrate (Comdr. J. B.
Newell, D.S.O., R.N.).

M.V. "Greystoke Castle."

The new m.v. *Greystoke Castle* of
which Messrs. Dodwell & Co., Ltd.,
are local agents is expected here
to-day and will be moored at Buoy
"A" in the Central fairway. The
vessel sails hence for New York via
Suez on Thursday.

Asiatic Deck Passengers.
Four vessels brought 133 Asiatic
deck passengers to the Colony dur-
ing the 24 hours ended at 9 a.m.
yesterday.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Mirzapore* left
Shanghai for this port on the 22nd
inst. at 8 a.m., with the mails, and
is due here to-day (Tuesday) at
about 5 a.m.

The P. & O. s.s. *Malwa*, from
Hong Kong, arrived at Marseilles
on June 23rd, at 8.30 a.m.

The E. & A. Co.'s s.s. *St. Albans*
left Moji for Hong Kong on the
23rd inst., and is due here on Thurs-
day morning, the 28th inst. She
will leave for Manila, Port Hol-
land, Thursday Island, Townsville,
Brisbane, Sydney and Melbourne
the following day (Friday) at 4 p.m.

The N.D.L. s.s. *Colbert*, from
Europe, left Singapore on June
24th for Hong Kong, via Manila,
and is expected to arrive here on
July 2nd/3rd. She will sail for
Shanghai, Taku, Dally and Tsing-
tao on the following day.

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